Appendix I

RTP ENVIRONMENTAL ASSOCIATES, INC.
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AIR QUALITY APPENDIX

THE SHOPS AT RIVERHEAD DEVELOPMENT PROJECT
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

AIR QUALITY TECHNICAL REPORT

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THE SHOPS AT RIVERHEAD DEVELOPMENT PROJECT
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1.0 INTRODUCTION AND PROJECT DESCRIPTION

The impacts of The Shops at Riverhead development project on air quality resources surrounding the project site are evaluated in this report. Air quality impacts are expected from project generated traffic on area roadways and from general construction and operational activities. Traffic related impacts are based on traffic data provided by Eschbacher VHB, Surveying and Landscape Architecture, P.C. (Eschbacher VHB). The amount of traffic and its distribution have been defined in Sections 3.5, 4.5 and 5.5 of the DGEIS. Traffic analysis data as supplied was used in an extensive screening analysis to determine the level of air quality analysis appropriate to the proposed action. Based on the screening analysis, none of the roadway intersections analyzed warranted an air quality analysis. However, one off property intersection was analyzed for carbon monoxide (CO) and for fine particulate matter (PM_{10} and $PM_{2.5}$) impacts to assure future air concentrations would remain within standards. The intersection was selected based on a combination of factors including proximity to project site, project related site traffic, overall level of service and traffic volumes. The analysis was designed to define air quality levels during the completion year 2009 in the area where impacts are expected to be maximized. In addition, an analysis was performed to define existing air quality levels (2006) and air quality levels for the proposed completion year without the project to determine the net difference between Existing, Build and No Build cases. Construction and operational air quality impacts, proposed air quality mitigation measures and project alternatives and their potential air quality impacts are also addressed in this report. Section 2.0 of this report discusses the existing air quality at the proposed project site; Section 3.0 contains the screening and refined air quality impact analyses associated with the proposed development; Section 4.0 discusses proposed mitigation measures that will be used to mitigate air quality impacts; and Section 5.0 addresses air quality impacts associated with proposed alternatives.

1.1 Project Description

Developers Realty Corporation is proposing to construct a retail center named The Shops at Riverhead. The proposed project site, approximately 41.55 acres in size, is located on the north side of County Road 58 (Old Country Road) between Kroemer Avenue and Mill Road. The site is designated on Suffolk County Tax Maps as District 600 – Section 101 – Block 01 – Lot 03 and District 600 – Section – 119 – Block 01 – Lot 06. The parcel was formally home to the electronic manufacturer Hazeltine, however, the lot has been vacant for some time.

The proposed development is for a shopping center consisting of a Costco discount club and other shops totaling approximately 530,420 square feet of retail space. The project will consist of several buildings, parking lots, roadways and landscaping. The project has one proposed build alternative, which consists of less retail space than the proposed development. This report provides the impacts on air quality from the proposed development as well as the build alternative and a no-action alternative.

2.0 EXISTING AIR QUALITY

The quality of ambient air is measured and regulated under rules established by the US Environmental Projection Agency (USEPA) and the New York State Department of Environmental Conservation (NYSDEC). For this project, baseline air quality conditions at and in the vicinity of the project site were characterized using measured data available from nearby monitoring stations. These data will be used to evaluate the relative impact of proposed activities.

2.1 SITE DESCRIPTION

The Shops at Riverhead Project is to be located in the Hamlet of Riverhead within the Town of Riverhead, Suffolk County, New York. The site is located within a suburban, populated area of

Long Island, New York approximately 65 miles east of New York City. It is governed by Federal, State and local agencies and regulations. Specifically, the site is regulated by the USEPA and NYSDEC with respect to air quality requirements. Suffolk County is located within Region II of the USEPA and Region I of the NYSDEC.

Situated on the north side of County Road 58 (Old County Road), approximately one-half mile east of the termination of the Long Island Expressway (Interstate Route 495), the area at and in the vicinity of the project site is a mix of urban/suburban and rural land uses. Residential, commercial, industrial, agricultural and recreational areas exist at and in the immediate vicinity of the site. The site was formally the home to electronic manufacturer Hazeltine, but has been abandoned for several years. There are currently no air emission sources located on the project site.

2.2 SENSITIVE LAND USES

Areas that are particularly sensitive to air pollution are typically referred to as "Sensitive Land Uses" or "sensitive receptors" and typically include locations where large masses of people may gather and locations with potentially elevated populations of the elderly or children. Sensitive receptors may include residences, hospitals, schools, parks and places of worship among others. Ambient air quality standards define non-sensitive receptors as areas where the general public has access, including roadways, sidewalks and railways.

Nearby sensitive receptors include several residential areas to the north, south and east of the project site; and several community parks including Stotzky Memorial Park (approximately 0.75 miles east of the project site on Old County Road), Peconic Bog County Park (approximately 0.75 miles to the south) and Cranberry Bog County Park (approximately 1.25 miles to the southeast). There are also several schools and places of worship in the vicinity of the project site. In addition, recreational areas including the Peconic River and Peconic Lake are located south of the project site (approximately 0.75 miles).

2.3 REGULATORY GUIDANCE

Air quality regulations have been developed by the USEPA and the NYSDEC to protect air resources. These regulations are based on extensive studies that quantified the effects of exposure to various air pollutants relative to public health and the environment. There are both natural and anthropogenic sources of air pollutants. The sources include stationary sources (factories, power plants and residential wood burning stoves), mobile sources (for example: cars, trucks, buses, trains and planes) and natural sources (such as wildfires, plants, animals and windblown dust). Since the proposed project contains some of these sources, both Federal and State regulations require an analysis to assure all air quality regulations are maintained.

2.3.1 Ambient Air Quality Standards

National and New York State Ambient Air Quality Standards (NAAQS and SAAQS) have been issued in accordance with the Clean Air Act and Clean Air Act Amendments for wide-spread pollutants considered harmful to public health and the environment. Seven (7) pollutants have been listed with acceptable thresholds; these pollutants are called criteria pollutants. These criteria pollutants are sulfur dioxide (SO_2), particulate matter having diameters of less than 10 and 2.5 microns (PM_{10}), and ($PM_{2.5}$) respectively, nitrogen oxides (NO_x), carbon monoxide (CO), ozone (O_3) and lead (Pb).

The USEPA set both primary and secondary NAAQS. Primary standards protect human health, while secondary standards protect public welfare. The NYSDEC has adopted limits that apply to this project under 6 NYCRR Subpart 257. Table 1 presents the National and State ambient air quality standards applicable to the project site and surrounding areas. It should be noted that there are two applicable particulate standards, one for particulate matter less than 10 microns (PM_{10}) and the other to regulate particulate matter less than 2.5 microns ($PM_{2.5}$). The EPA has recently (effective December 17, 2006) revoked the annual PM_{10} NAAQS due to lack of scientific evidence linking health problems to long-term coarse particulate matter exposure. However, at this time, the NYSDEC is continuing to enforce the annual PM_{10} standard, and

therefore, annual PM_{10} impact modeling and annual PM_{10} NAAQS comparisons have been included as part of this analysis. In addition, the EPA recently reduced the 24-hour $PM_{2.5}$ standard from 65 $\mu g/m^3$ to 35 $\mu g/m^3$, which must be enforced by the NYSDEC (also effective December 17, 2006).

In addition to the criteria pollutants listed above, New York State has adopted ambient air quality standards for Non-Methane Hydrocarbons, Fluorides, Beryllium and Hydrogen Sulfide, although ambient monitoring for these pollutants is not conducted. Projects that emit criteria pollutants must consider all potential emissions as part of permitting activities and cannot cause or exacerbate an exceedance of either the NAAQS or SAAQS.

Table 1

National and New York State Ambient Air Quality Standards

Pollutant	Averaging Period	NAAQS		SAAQS
		Primary	Secondary	
NO_x	Annual*	100 $\mu g/m^3$	100 $\mu g/m^3$	0.05 ppm
SO_2	3-hour	**	1300 $\mu g/m^3$	0.50 ppm
	24-hour	365 $\mu g/m^3$		0.14 ppm
	Annual	80 $\mu g/m^3$		0.03 ppm
CO	1-hour	40 $\mu g/m^3$	40 $\mu g/m^3$	35 ppm
	8-hour	10 $\mu g/m^3$	10 $\mu g/m^3$	9 ppm
PM_{10}	24-hour	150 $\mu g/m^3$		
	Annual***	50 $\mu g/m^3$		
$PM_{2.5}$	24-hour****	35 $\mu g/m^3$		
	Annual	15 $\mu g/m^3$		
O_3	1-hour	235$\mu g/m^3$		0.12 ppm
	8-hour	157 $\mu g/m^3$		0.08 pm
Lead	3 consecutive months	1.5 $\mu g/m^3$		

Notes:

* Annual averaging period means the average of emissions for any 12 consecutive month periods, also known as a 12-month rolling average.

** A primary NAAQS does not exist for this averaging period, therefore the secondary NAAQS was utilized.
$\mu g/m^3$ = microgram per cubic meter.
ppm = parts per million.

*** Due to lack of evidence linking health problems to long-term exposure to coarse particulate matter pollution, EPA revoked the annual PM_{10} standard (effective December 17, 2006); however the NYSDEC has not yet revoked this standard.

**** The USEPA recently reduced the 24-hour $PM_{2.5}$ standard from 65 $\mu g/m^3$ to 35 $\mu g/m^3$, which must be enforced by the NYSDEC (effective December 17, 2006).

2.3.2 Area Attainment Status

The USEPA uses ambient air quality standards to classify all areas of the country as attainment, non-attainment or unclassified. If an area is considered in attainment or unclassified for a particular pollutant, then new major sources or major modifications of existing sources require permitting under the Prevention of Significant Deterioration (PSD) Attainment Area provision program. However, if an area is designated non-attainment for a given pollutant, then new major sources or major modifications of existing sources of the non-attainment pollutant are subject to Non-Attainment Area (NAA) provisions under New Source Review (NSR). The NAA provisions have stringent requirements for source emission rates and can require emissions offsets.

The proposed project is located in the Town of Riverhead, Suffolk County, New York, which is part of the New Jersey – New York – Connecticut Air Quality Control Region. This region is designated as either attainment or unclassified for SO_2, NO_2, CO, Pb and PM_{10}. The area is designated as a severe non-attainment area for O_3. In addition, the USEPA has designated Suffolk County (as well as other surrounding New York Counties) as non-attainment for PM2.5, effective April 5, 2005.

2.3.3 State Implementation Plan

If an area in a State does not meet a NAAQS, the State must develop a State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan developed by the State to attain and/or maintain the NAAQS. SIP procedures are outlined in the Code of Federal Requirements and fall under USEPA's jurisdiction, including enforcement.
According to information obtained on the NYSDEC website:

> *"We are charged with developing the State Implementation Plans (SIPs) to address continuing air pollution problems in New York State. SIPs are required for areas of the state*

that are in non-attainment of the National Ambient Air Quality Standards (NAAQS) for one of the criteria contaminants.

At the present time, the state is under mandate to develop SIPs to address ozone, carbon monoxide, and particulate matter of less than 10 microns. The Bureau is also working with the USEPA to formulate standard practices for regional haze and fine particulate SIPs. Fine particulates are less than 2.5 microns, or micrometers, in size."

2.4 EXISTING SITE CHARACTERISTICS AND AIR QUALITY

The meteorological, climatic and ambient air quality data presented in this section have been summarized from data provided by Federal, State and local governmental agencies. The climate of the area is based on historic data recorded over several years at local airports. The air quality data measured by the State are also presented along with applicable rules and regulations. These data provide a summary of current conditions surrounding the site and the framework within which the proposed facility must operate.

2.4.1 Climate and Meteorology

The climate of Suffolk County is broadly classified as "humid-continental". The climate is dominated by continental influences, which means that air masses and weather systems affecting Long Island have their origin principally over North America. The influence of the Atlantic Ocean is also significant. The primary characteristics of the climate are an extended period of freeze-free temperatures, a moderate range of daily and seasonal temperatures and a precipitation distribution that is fairly uniform throughout the year.

Climatological data are recorded by the National Weather Service (NWS) and records are maintained by the National Oceanic and Atmospheric Administration (NOAA). The local NWS site nearest the proposed project is at Westhampton Gabreski Airport with records extending

back to 1942. However, climatological summary data is not available for this site, and therefore, the information presented below is based on data measured at J. F. Kennedy International Airport based on it's proximity to the project site and climatological summary availability.

Temperature

There are important coastal influences on the temperature pattern of the Long Island area: the Atlantic Ocean to the south and east and the Long Island Sound to the north. The proximity of the ocean and the Long Island Sound moderates temperatures and reduces seasonal temperature extremes. This influence causes winter temperatures to be milder than those of mainland areas at similar latitudes to the west; summer temperatures are similarly cooler. The annual average temperature of the area is 53.5° F. Seasonal extreme temperatures occur in January and July, with the average monthly temperatures of 31.8° F and 74.8° F, respectively. The normal minimum temperature in January and February is 25° F, with a record low of -2° F. In the summer months, the normal maximum temperature is 82° F, with a record high of 104° F.

Relative Humidity

The area, in general, has a diurnal humidity pattern. The highest average relative humidity in the area generally occurs in the early morning hours. This early morning maximum tends to gradually decrease to a minimum level at about mid-day to early afternoon. As the air is heated, the relative humidity decreases and as air cools relative humidity increases, assuming the amount of moisture in the air remains the same. The humidity values at this site are typical of a coastal environment.

Precipitation

The prevailing weather systems in the Long Island area provide abundant and fairly uniform precipitation throughout the year. Heavy precipitation events result mostly from storms which move northeastward along, or in close proximity to, the East Coast of the United States. Total precipitation averages 42.46 inches per year.

Wind

The prevailing westerly winds of the mid-latitudes dominate general air movements in this area. The dominance of the northwest wind is most pronounced in the winter months when polar air masses tend to dominate. In the summer months, however, predominant wind direction becomes southwesterly, when tropical air masses prevail. Maximum wind speeds are typically associated with intense storms such as hurricanes or subtropical cyclones.

2.4.2 Existing Air Quality

Ambient air monitoring is conducted by the NYSDEC at a few stations located on Long Island. Air quality monitoring stations measure existing air quality levels for local areas. The existing air quality is often considered background air quality, meaning the air quality prior to a new project's influence. The stations listed in Table 2 are considered background monitors for the proposed project.

Table 2

NYSDEC Air Monitoring Sites

Station	Site Number	Parameter(s)
Suffolk County		
Babylon	5150-02 (C) (M)	SO_2 [1], $PM_{2.5}$, Ozone
Babylon (Farmingdale)	5150-01	PM_{10} [2]
Riverhead	5155-01	Ozone
Nassau County		
Eisenhower Park	2950-10 (C)	SO_2, CO, NO_x, PM_{10}, $PM_{2.5}$
Hempstead	2950-18	$PM_{2.5}$

*Notes:

[1] SO_2 sampling was discontinued in 2000.
[2] PM_{10} sampling was discontinued in 1998/1999.
[3] CO sampling was discontinued on May 31, 2000.

(C) = Continuous emissions monitoring
(M) = Manual emissions monitoring

A summary of the air quality data collected at these locations, including the New York State and Federal ambient air quality standards (AAQS) for each pollutant, is provided below and in Table

3. The data was obtained from the NYSDEC 2005 Ambient Air Quality Report (NYSDEC, 2006); it primarily summarizes data from 1995 to 2006 (where available) and provides a comparison of the three most recent years of available data to Federal and State regulations. This is the most up-to-date report available as of December 2007.

Carbon Monoxide (CO) B There was one (1) monitor for carbon monoxide on Long Island, located in Eisenhower Park, East Meadow, Nassau County. The NYSDEC report indicates that CO sampling at this location was terminated on May 31, 2000. A review of the NYSDEC 2000 Ambient Air Quality Report indicates that the 1-hour and 8-hour CO measured concentrations during the 1998 through 2000 period complied with applicable standards; 35 ppm and 9 ppm, respectively.

Ozone (O_3) - During the period of 2004 through 2006, the Babylon station (Site 5150-02) exceeded the New York State/Federal ozone AAQS which states that the "4^{th} highest daily maximum 8-hour average is not to exceed an average of 0.08 ppm during the last three (3) years@. This average value for 2004 to 2006 was 0.089 which exceeds the 8-hour standard. The area remains in non-attainment of the ozone standard. Therefore, the State continues to closely regulate sources of nitrogen oxides and volatile organic compounds, which are precursors to ozone formation.

The Riverhead monitoring site (5155-01) is operated less than 12 months per year under an USEPA waiver. The Riverhead ozone station is located at: New York Sea Grant, Cornell University Research and Extension Center, 3059 Sound Avenue, Riverhead, NY 11901-1098. Available ozone data for this site indicate a 2004 through 2006 three year average of 0.085 ppm, and is considered to be just above applicable standards of 0.084 ppm.

Inhalable Particulates (PM_{10}) - Small airborne particles that are present in the ambient air which are less than 10 microns in diameter are designated as PM_{10}. The Eisenhower Park monitoring site (2950-10C) is the closest to the project with PM_{10} data. According to NYSDEC reports, there were no exceedances of the New York State or Federal Primary/Secondary 24-hour or annual AAQS standards of 150 $\Phi g/m^3$ and 50 $\Phi g/m^3$, respectively, at this station. The Federal annual PM_{10} standard was revoked by EPA effective December 17, 2006.

Inhalable Particulates ($PM_{2.5}$) - Small airborne particles that are present in the ambient air which are less than 2.5 microns in diameter are designated as $PM_{2.5}$. The Eisenhower Park, Hempstead and Babylon (5150-01) monitoring sites obtain $PM_{2.5}$ data. Information provided by NYSDEC indicate no exceedances of New York State or Federal Primary/Secondary 24-hour AAQS of 35 $\mu g/m^3$ or the annual 15.0 $\mu g/m^3$ standards at the stations. However, as of April 5, 2005 both Nassau and Suffolk Counties were designated by USEPA as $PM_{2.5}$ non-attainment. As such, the State will be required to closely regulate sources of $PM_{2.5}$. According to the latest available data from 2006, the three year average is just within the standard. The NYSDEC will have to petition the EPA's designation of non-attainment once there is ample evidence of compliance with the standard.

Nitrogen Dioxide (NO_2) - The annual average of nitrogen oxide concentrations over the past three years from 2004 to 2006 indicates that there were no exceedances of the New York State/Federal AAQS of 0.05 ppm (annual mean) at Eisenhower Park. Since nitrogen dioxide is also a precursor pollutant, steps are being taken to reduce emissions to assure compliance with the ozone standard or described below in Section 3.1.3.

Sulfur Dioxide (SO_2) - The sulfur dioxide concentrations recorded at the Eisenhower Park site over the 2004 to 2006 period indicate that ambient air concentrations are well within the standards for all regulatory averaging periods 3-hour, 24-hour and annual, at 0.5 ppm, 0.14 ppm and 0.05 ppm, respectively.

Table 3

Summary of Ambient Air Quality Data

Pollutant	Averaging Period	Year(s)	Station Location	Maximum Concentration	NAAQS & SAAQS
NO_2	Annual	2005	Eisenhower Park	0.020 ppm	0.05 ppm
O_3	3 year Period	2004, 2005 and 2006	Babylon	0.085 ppm	0.08 ppm
SO_2	3-hour	2006	Eisenhower Park	0.057 ppm	0.5 ppm
	24-hour	2005	Eisenhower Park	0.023 ppm	0.14 ppm
	Annual	2006	Eisenhower Park	0.004 ppm	0.03 ppm
CO	1-hour	2000	Eisenhower Park	3.7 ppm	35 ppm
	8-hour	2000	Eisenhower Park	3.0 ppm	9 ppm
PM_{10} *	24-hour	2004	Eisenhower Park	46.0 $\mu g/m^3$	150 $\mu g/m^3$
	Annual	2004	Eisenhower Park	15.0 $\mu g/m^3$	*
$PM_{2.5}$	24-hour	2004 - 2006	Eisenhower Park	34.0 $\mu g/m^3$	35 $\mu g/m^3$
	Annual	2004 - 2006	Eisenhower Park	13.2 $\mu g/m^3$	15.0 $\mu g/m^3$

Note: * Due to a lack of evidence linking health problems to long-term coarse particulate matter pollution exposure, EPA revoked the Annual PM_{10} Standard (Effective December 17, 2006).

3.0 AIR QUALITY ANALYSIS

The air quality analysis presented below is divided into traffic related impacts, impacts associated with the construction of the proposed project and impacts associated with the operation of the proposed project. The traffic impacts dominate the analysis since these have traditionally caused the most concern.

3.1. TRAFFIC RELATED IMPACT METHODOLOGY

The proposed project is expected to generate emissions of carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs) and fine particulates (PM_{10} and $PM_{2.5}$) which are associated primarily with project related traffic. Thus, an air quality analysis was performed to determine traffic related impacts at various traffic intersections surrounding the proposed traffic site. Evaluation of air quality impacts included existing conditions (2006) and 2009 Build and No Build (Build year without the project) traffic conditions for the Saturday Peak hour (mid-

day). The air quality analysis is based only on Saturday Peak traffic conditions since data for other traffic periods (AM, PM and weekday daytime Peak), provided lower traffic volumes according to the traffic engineering data.

There are two types of traffic related air quality analyses that can be required for a proposed project of this type; microscale analysis and mesoscale analysis. The NYSDOT Environmental Procedures Manual (EPM), Chapter 1.1 (January 2001) details the criteria for determining if a project requires either air quality analysis. A microscale analysis focuses on CO, PM_{10} and $PM_{2.5}$ impacts, where as a mesoscale analysis focuses on VOC and NO_x as well as PM and CO impacts.

3.1.1 Determination of Level 1 Carbon Monoxide Microscale Analysis

Traffic related carbon monoxide impacts are typically localized, and therefore, high carbon monoxide concentrations are generally limited to within a relatively short distance of busy roadways. Consequently, the carbon monoxide air quality analysis is designed to predict concentrations on a localized (microscale) basis. The determination for a required microscale analysis for roadway intersections containing project related traffic is based on the consideration of various criteria. The criteria are evaluated in the form of an extensive 3-step screening process. The traffic engineers provided a list of five (5) intersections that were evaluated for project related traffic impacts. Four (4) of the five (5) intersections currently exist, while one of the intersections is proposed to accommodate site access. A list of evaluated intersections can be found in Table 4.

Table 4

Level of Service (LOS) Screening Analysis

Existing Signalized Intersections

	Intersection	Build LOS
1	**Old Country Road (CR 58) @ Tanger Mall Drive**	**C**
2	**Old Country Road (CR 58) @ Kroemer Avenue**	**D**
3	**Old Country Road (CR 58) @ Mill Road/Pulaski Street**	**F**

Existing Two-Way Stop-Controlled Intersection

	Intersection	Build LOS
4	**Old Country Road (CR 58) @ Commerce Drive/Gatewood**	**F**

Proposed Signalized Intersection

	Intersection	Build LOS
5	**Old Country Road (CR 58) @ Proposed Site Access**	**E**

Notes:

- Level of service data is for Build year (2009) Saturday peak hour traffic conditions. Data provided by Eschbacher VHB.
- Intersections with a LOS of D or worse are subject to a capture screening analysis, denoted by shading.
- Intersections with a LOS of C or better do not need a microscale air quality analysis.

Level of Service Screening Analysis

A Level of Service (LOS) screen is the first screening step in the NYSDOT procedure. The LOS defines the overall traffic operating ability of an intersection (a complete definition of LOS can be found in the Highway Capacity Manual (Transportation Research Board, 2000)). The LOS can range over six categories, A through F, and is based on traffic volume, intersection geometry and signal timing/phasing (if intersection contains traffic signal). Eschbacher VHB has calculated traffic LOS for each intersection listed in Table 4. LOS was calculated for each intersection approach, as well as the intersection as a whole. Only the overall LOS was used in the following LOS screening analysis.

Table 4 lists each intersection with its corresponding LOS for PM peak hour traffic conditions. Based on the NYSDOT EPM, intersections with an overall projected LOS of A, B or C under Build conditions are generally excluded from a microscale analysis. Intersections with an overall LOS of D or worse must be further evaluated by additional screening criteria procedures. Intersections in Table 4 depicted by bold text and shading, represent a LOS of D or worse, and therefore, were subject to additional screening.

Capture Criteria Screening Analysis

The capture criteria screening analysis is the second screening step in the NYSDOT procedures. The intersections that have been identified as having a LOS of D, E or F, were subjected to the NYSDOT capture criteria. The capture criteria apply to the difference between No Build to Build traffic conditions at selected intersections. Namely:

1) a 10% or more reduction in source receptor distance (meaning the straight line distance between the edge of the travel lane closest to the receptor closest to the roadway);
2) a 10% or more increase (Build-No Build) in traffic volume per intersection approach;
3) a 10% increase in vehicle emissions due to changes in speed, vehicle mix, etc.;

4) an increase in the number of queued lanes (i.e., the addition of a lane at an intersection that is subject to passing through a traffic signal); and
5) a 20% reduction in speed, when the Build estimated average is at 30 mph or less.

If an intersection meets *any* one of the applicable criteria above, the intersection will be subject to a volume threshold screening analysis, the third and final microscale analysis determination.

As proposed, vehicle emissions are not expected to increase from Existing to Build Conditions (NYSDOT, 2004a) and a 20% reduction of speed for Build conditions (regardless of roadway speed less than 30 mph) is not expected (based on vehicle speed data obtained from the NYSDEC for 2006 and 2009). Therefore, only capture criteria number 1, 2 and 4 apply to the intersections that have passed through the LOS screening analysis in this case.

Table 5 presents data on each intersection for capture criteria associated with a 10% or more reduction in source receptor distance, a 10% or more increase in traffic and an increase in the number of queue lanes. Traffic volume data per approach for both the No Build and Build traffic conditions are presented. Intersections that showed an increase in traffic volume of 10% or more, per approach, are depicted in bold and shading. It is not expected that any intersections will experience a 10% or more reduction in source receptor distance, however, roadway modifications to Old Country Road (Count Road 58) are anticipated that will likely increase the number of queue lanes. Roadway modification plans were not finalized at the time of this analysis.

Volume Threshold Screening Analysis

The volume threshold screening analysis is the third and final screening step. Due to a number of intersections meeting one or more of the applicable capture criteria above, NYSDOT EPM volume and emission factor charts were used to perform a volume threshold screening analysis. The vehicle threshold tables (Tables 3a, 3b and 3c from the NYSDOT EPM) tie the volume threshold with localized emission factors.

The first step is to obtain local vehicle emission rates. Determining vehicle emission rates for Suffolk County was accomplished by using NYSDOT MOBILE6.2 emission factor

Table 5
Capture Criteria Screening Analysis

	Intersection	Build	No Build (2009)					Total No Build	Build (2009)					Total Build	% Volume Increase Per Approach					Total
		LOS	EB	WB	NWB	NB	SB	Volume	EB	WB	NWB	NB	SB	Volume	EB	WB	NWB	NB	SB	% Increase
2	**Old Country Road (CR 58) @ Kroemer Avenue**	D	1700	1842	---	311	428	4281	2012	1959	---	311	428	4710	**15.5**	6.0	---	0.0	0.0	9.1
3	**Old Country Road (CR 58) @ Mill Road/Pulaski Street**	F	1851	225	1507	427	714	4724	2717	298	1923	510	870	6318	**31.9**	**24.5**	**21.6**	**16.3**	**17.9**	25.2
4	**Old Country Road (CR 58) @ Commerce Drive/Gatewood**	F	1868	1935	---	118	138	4059	2734	2663	---	118	138	5653	**31.7**	**27.3**	---	0.0	0.0	28.2
5	**Old Country Road (CR 58) @ Proposed Site Access**	E	1895	1903	---	---	---	3798	2207	2631	---	---	1429	6267	**14.1**	**27.7**	---	---	N/A	39.4

Notes:

- Capture criteria volume screening analysis was completed using Saturday peak hour traffic volumes only.
- Intersections depicted in bold and shading exceed the 10% or more increase in approach traffic volume capture criteria threshold, and are therefore subject to additional screening.
  Exceedance of the 10% traffic volume increase per approach threshold are denoted by shading.
- The intersection of The Old Country Road at Proposed Site Access Intersection will undergo roadway configuration changes which will result in the addition of a queued lane(s) and/or a reduction in source-receptor distance.
  Therefore, this intersection is subject to additional screening, not only for the project related increase in traffic, but because of the addition of southbound queue lanes.
- N/A = No percentage increase in traffic can be calculated since the roadway does not exist under No Build conditions.

guidance. The NYSDOT interactive MOBILE6.2 Emission Factor Tables – Look up and Calculation Program for Microscale Analysis was used to obtain Build year (2009) carbon monoxide vehicular emission rates for Suffolk County. Figure 1 shows an example of the interactive NYSDOT MOBILE6.2 Calculation Program. The NYSDOT MOBILE6.2 Calculation Program generates representative composite vehicle emission rates based on the following input parameters: County the project is located in, year the project is expected to be completed (Build year), road functional class and vehicle speeds. The program, in this case, was used to calculate vehicle emission rates by multiplying MOBILE6.2 emission factors for each vehicular type by Suffolk County's default vehicle mix fractions. In order to obtain all appropriate emission rates to complete the volume threshold screening analysis, roadway classifications and vehicle speeds were determined for each intersection under consideration. From the four (4) intersections that were screened, roadway types were classified as either rural minor arterials, rural major collectors or rural minor collectors (road functional classes 06, 07 and 08, respectively). Since site specific vehicle speeds data were not analyzed by the traffic engineers, Build year speed data for Suffolk County were obtained from Mr. Walter Pienta of the NYSDEC - Mobile Source Planning Division. Table 6 represents the MOBILE6.2 emission rate calculations per roadway type and vehicle speeds. Idle emission rates (0 mph) were also determined.

The next step in the volume threshold screening process is to determine the threshold volumes that match the worst-case emission rates for the Build year (2009) that were established in the previous step. From Table 6, the worst-case free-flow emission rate of 5.62 grams/mile (16.2 mph) and the queue (idle) emission factor of 50.96 grams/hour (0 mph) were used to determine volume thresholds.

Tables 3a-3c in the NYSDOT EPM provides threshold volumes for various sets of free-flow and queue emission rates for both signalized and un-signalized intersections. Table 3b applies to un-signalized intersections and represents threshold volumes for the intersection total (total intersection traffic) and Table 3c applies to signalized intersections and represents threshold

volumes for any single approach (e.g. total eastbound traffic). Since NYSDOT EPM Table 3 provides emission rates in 2.5 grams/mile increments, the estimated worst-case free-flow emission rate of 5.62 grams/mile will be adjusted to the applicable emission rate of

Figure 1

NYSDOT's MOBILE6.2 Interactive Emission Factor Generator

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk | Analysis Year: 2009 | Road Functional Class: 07/08/09 | Vehicle Speed: 25

NYSDOT Default Vehicle Mix? Yes | If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	55.80	4.56	LDDT34	0.65	0.50
LDGT1	5.34	4.20	HDDV2B	0.11	0.75
LDGT2	17.87	4.44	HDDV3	0.12	0.93
LDGT3	11.11	4.03	HDDV4	0.11	1.11
LDGT4	4.85	4.08	HDDV5	0.12	1.19
HDGV2B	0.96	7.89	HDDV6	0.19	1.36
HDGV3	0.32	10.21	HDDV7	0.29	1.65
HDGV4	0.16	9.93	HDDV8A	0.33	2.76
HDGV5	0.15	14.39	HDDV8B	0.31	2.48
HDGV6	0.17	23.80	HDGB	0.09	21.98
HDGV7	0.15	22.70	HDDBT	0.09	8.57
HDGV8A	0.16	34.49	HDDBS	0.18	2.03
LDDV	0.19	0.93	MC	0.00	9.98
LDDT12	0.18	0.42	Total	100.0	4.55

Project Descriptions (limited to 140 characters):

Source: (www.dot.state.ny.us/eab/tools/mobile6/co/cotables.html)

5.0 grams/mile. For the estimated idle emission factor of 50.96 grams/hour, the applicable emission rate for comparison would be 100.0 grams/hour since 100 grams/hour is the lowest idle emission factor in NYSDOT EPM Table 3c. Therefore, the volume threshold for a free-flow emission rate of 5.0 grams/vehicle and a queue emission rate of 100 grams/hour is 4,000 vehicles per approach for signalized intersections and 8,000 vehicles for all approaches combined for un-signalized intersections (i.e. Old Country Road at Commerce Drive/Gatewood).

The final step of the volume threshold screening analysis is to compare the 4,000 vehicle per approach threshold with the predicted Build Condition traffic volumes for each signalized

intersection approach (8,000 vehicles total for un-signalized intersections). Table 7 presents predicted Build traffic conditions for each approach for the four (4) intersections screened. The approach volumes projected per intersection were compared with the threshold approach volume of 4,000 vehicles for the signalized intersections and the threshold volume of 8,000

Table 6
Build Year (2009) Carbon Monoxide (CO) Vehicle Emission Rates

Vehicle Type	Suffolk County Vehicle Distribution (%) RFC 02/06	Suffolk County Vehicle Distribution (%) RFC 07/08/09	CO Emission Factors (g/VMT)*				CO Emission Rates (g/VMT)*				
			All RFC	RFC 06	RFC 07	RFC 08	RFC 02/06	RFC 07/08/09	RFC 06	RFC 07	RFC 08
			0 mph	25.5 mph	24.2 mph	16.2 mph	0 mph	0 mph	25.5 mph	24.2 mph	16.2 mph
LDGV	52.00	55.80	50.60	4.56	4.56	5.45	26.312	28.235	2.544	2.544	3.041
LDGT1	4.97	5.34	44.77	4.20	4.20	5.03	2.225	2.391	0.224	0.224	0.269
LDGT2	16.66	17.87	47.10	4.44	4.44	5.31	7.847	8.417	0.793	0.793	0.949
LDGT3	12.90	11.11	43.55	4.03	4.03	4.83	5.618	4.838	0.448	0.448	0.537
LDGT4	5.63	4.85	44.00	4.08	4.08	4.88	2.477	2.134	0.198	0.198	0.237
HDGV2B	1.61	0.96	90.60	7.89	7.89	13.54	1.459	0.870	0.076	0.076	0.130
HDGV3	0.55	0.32	117.20	10.21	10.21	17.52	0.645	0.375	0.033	0.033	0.056
HDGV4	0.26	0.16	114.03	9.93	9.93	17.04	0.296	0.182	0.016	0.016	0.027
HDGV5	0.25	0.15	172.05	14.99	14.99	25.71	0.430	0.258	0.022	0.022	0.039
HDGV6	0.28	0.17	273.27	23.80	23.80	40.85	0.765	0.465	0.040	0.040	0.069
HDGV7	0.26	0.15	260.60	22.70	22.70	38.95	0.678	0.391	0.034	0.034	0.058
HDGV8A	0.27	0.16	396.02	34.49	34.49	59.19	1.069	0.634	0.055	0.055	0.095
LDDV	0.18	0.19	9.60	0.93	0.93	1.56	0.017	0.018	0.002	0.002	0.003
LDDT12	0.17	0.18	4.36	0.42	0.42	0.71	0.007	0.008	0.001	0.001	0.001
LDDT34	0.75	0.65	5.17	0.50	0.50	0.84	0.039	0.034	0.003	0.003	0.005
HDDV2B	0.18	0.11	7.76	0.75	0.75	1.26	0.014	0.009	0.001	0.001	0.001
HDDV3	0.20	0.12	9.59	0.93	0.93	1.56	0.019	0.012	0.001	0.001	0.002
HDDV4	0.19	0.11	11.47	1.11	1.11	1.86	0.022	0.013	0.001	0.001	0.002
HDDV5	0.20	0.12	12.22	1.19	1.19	1.99	0.024	0.015	0.001	0.001	0.002
HDDV6	0.32	0.19	14.04	1.36	1.36	2.28	0.045	0.027	0.003	0.003	0.004
HDDV7	0.49	0.29	16.98	1.65	1.65	2.76	0.083	0.049	0.005	0.005	0.008
HDDV8A	0.56	0.33	28.41	2.76	2.76	4.62	0.159	0.094	0.009	0.009	0.015
HDDV8B	0.52	0.31	25.61	2.48	2.48	4.16	0.133	0.079	0.008	0.008	0.013
HDGB	0.15	0.09	252.40	21.98	21.98	37.73	0.379	0.227	0.020	0.020	0.034
HDDBT	0.15	0.09	88.39	8.57	8.57	14.36	0.133	0.080	0.008	0.008	0.013
HDDBS	0.30	0.18	20.95	2.03	2.03	3.40	0.063	0.038	0.004	0.004	0.006
MC	0.00	0.00	231.56	9.98	9.98	16.65	0.000	0.000	0.000	0.000	0.000
			Total Composite Emission Rates				**50.96**	**49.89**	**4.55**	**4.55**	**5.62**

Notes:

- Vehicle distribution and emission factor data obtained from NYSDOT's MOBILE6.2 CO Emission Factor Tables Look Up and Calculation Program for Microscale Analysis Web Application (http://www.dot.state.ny.us/eab/tools/mobile6/co/cotable.html).
- Default Suffolk County vehicle distributions were used in the analysis.
- RFC = Road Functional Class. 02/06 represents rural major and minor arterials and 06/07/08 represents rural collectors and local roadways. All roadways are classified as rural.
- Vehicle speeds are for Suffolk County, rural, midday (Saturday) traffic conditions. Data received from the NYSDEC - Office of Mobile Source Planning.
- NYSDOT's Online MOBILE6.2 CO Emission Factor Tables provided in Attachment 2.

* All emissions data are in g/VMT (grams per vehicle mile traveled) except for 0 mph idle emission factors, which are in g/h (grams per hour). Emission rates equal emission factors multiplied by vehicle distribution.

Table 7
Volume Threshold Screening Analysis

Intersection	Roadway Type	Build Year Speeds for Suffolk County (mph)	Emission Factors		Threshold Volume* (per approach)	Build (2021) Volume per Approach					Total Volume
			Free-Flow**	Queued		EB	WB	NWB	NB	SB	
Old Country Road (CR 58) @ Kroemer Avenue	06/08	25.5/16.2	4.55/5.62	50.96	4000	2012	1959	---	311	428	4710
Old Country Road (CR 58) @ Mill Road/Pulaski Street	06/07	25.5/24.2	4.55	50.96	4000	2717	1923	298	510	870	6318
Old Country Road (CR 58) @ Commerce Drive/Gatewood	06/08	25.5/16.2	4.55/5.62	50.96	8000***	2734	2663	---	118	138	5653
Old Country Road (CR 58) @ Proposed Site Access	06/08	25.5/16.2	4.55/5.62	50.96	4000	2207	2631	---	---	1429	6267

Notes:

- Volume threshold screening analysis was completed using Saturday peak hour traffic conditions only.
- Suffolk County speed data obtained from NYSDEC, Office of Mobile Source Planning.
- Emission factor data obtained from NYSDOT's MOBILE6.2 CO Emission Factor Tables Look Up and Calculation Program for Microscale Analysis Web Application (http://www.dot.state.ny.us/eab/tools/mobile6/co/cotable.html).

* Data obtained from NYSDOT EPM Mobile6.2 Lookup Tables - Tables 3b and 3c.

** The higher of the two emission factors was chosen to determine the Threshold Volume value. Since only emission factors in intervals of 2.5 g/mile are provided in EPM Manual Table 3, an emission factor of 7.5 g/mile was utilized for all intersections.

*** This Volume Threshold is based on total peak hour intersection traffic volume and not individual approach volumes.

(total) vehicles for the un-signalized intersection to see if a microscale carbon monoxide analysis was needed for that intersection. If any one of the intersection approaches meets or exceeds the applicable volume threshold, a carbon monoxide impact assessment is necessary.

Table 7 shows that none of the Build traffic approach volumes exceeded the volume thresholds. Therefore, all intersections passed the screening analysis, meaning, none of the intersections required a microscale carbon monoxide impact analysis. Nevertheless, one intersection was chosen for carbon monoxide modeling to ensure that applicable carbon monoxide air quality standards will not be exceeded.

The intersection of Old Country Road (CR 58) at Mill Road/Pulaski Street was selected for carbon monoxide modeling based on its proximity to the project site, poor level of service (highly congested) and substantial increases traffic volume from current levels to proposed Build levels. Figure 2 shows this intersection in relation to the project site.

The carbon monoxide microscale analysis for this intersection included the worst-case scenario of the Existing (2006), No Build (2009) and Build (2009) and, therefore, the analysis estimated the maximum carbon monoxide levels expected for the proposed project. Since traffic engineering data for the Saturday peak hour presented a worst-case traffic air quality scenario (i.e. poor level of service, high traffic volumes, etc.), the microscale analysis for this intersection was only performed for Saturday peak traffic conditions. Saturday peak hour traffic engineering details for the intersection of Old Country Road (CR 58) at Mill Road/Pulaski Street are presented in Attachment 1.

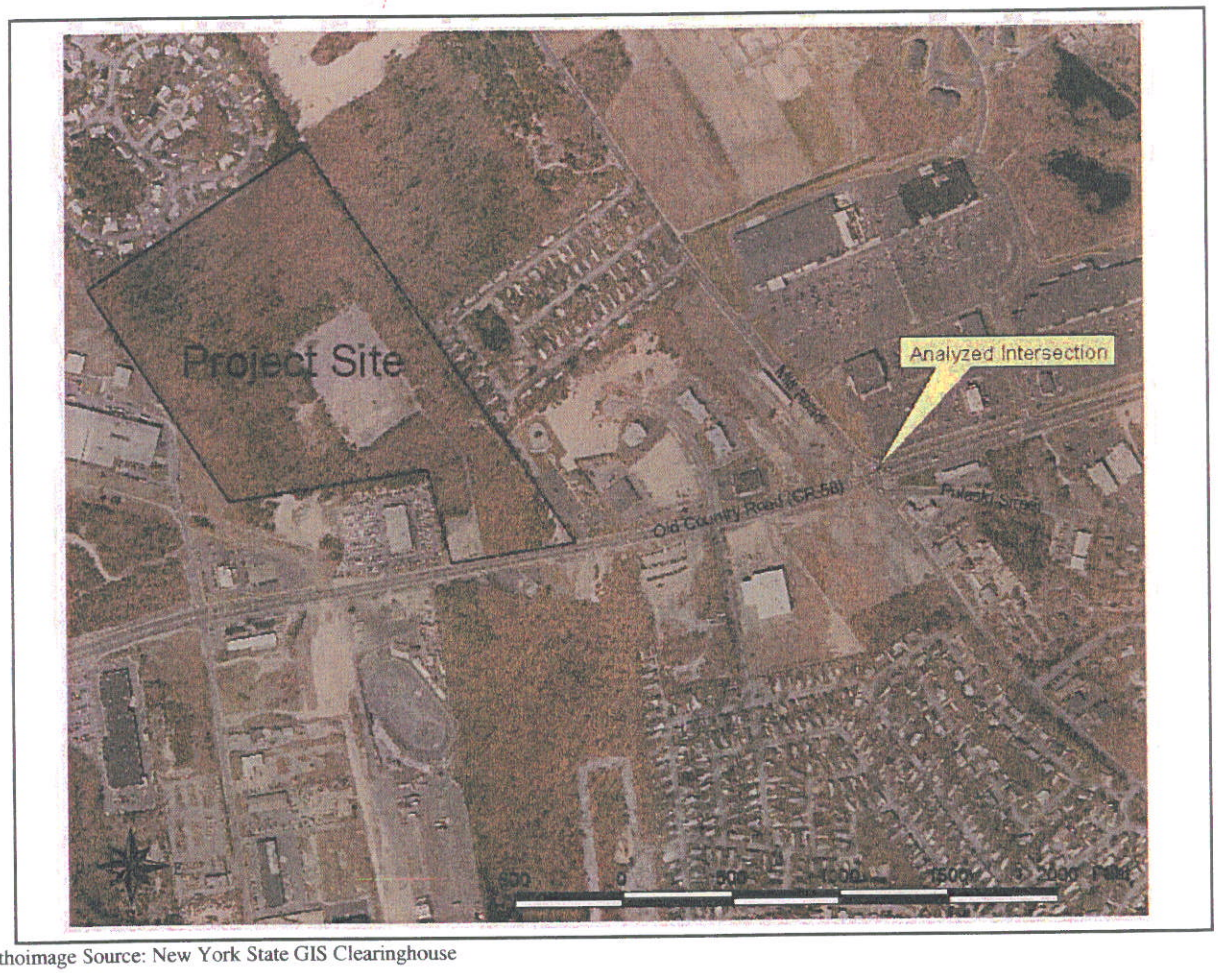
3.1.2 CO Microscale Analysis

A carbon monoxide microscale air quality analysis requires the use of a predictive model for air pollutant emissions associated with the mobile sources being evaluated. As stated earlier, the current emissions model recommended by the NYSDEC and NYSDOT is MOBILE6.2. MOBILE6.2 emission factors were obtained through the NYSDOT's interactive emission factor

generator (NYSDOT, 2007). Generated emission factors were checked with MOBILE6 Emission Factor Table EFI from the NYSDOT's EPM for quality control purposes.

Figure 2

Aerial View of Analyzed Intersection



Orthoimage Source: New York State GIS Clearinghouse

Emission factors were generated for Existing (2006) traffic conditions and No Build and Build (2009) traffic conditions (Attachment 2). Parameters used to generate site specific emission factors for the intersection of Old Country Road (CR 58) at Mill Road/Pulaski Street include; default Suffolk County vehicle class distributions, rural roadway classifications (Classes 06, 07 and 08) and vehicle speeds for daytime (Saturday peak) traffic conditions. Saturday (daytime) Suffolk County traffic speeds were obtained for 2006 and 2009 from the NYSDEC Mobile Source Planning Division (NYSDEC, 2005).

The atmospheric dispersion model recommended for use in this project by the NYSDEC and NYSDOT was CAL3QHC. CAL3QHC Version 2 (dated 04244) is an approved USEPA mobile source air dispersion model. CAL3QHC is a line source dispersion model for evaluating transportation related air quality impacts. The model applies Gaussian diffusion theory and uses standardized meteorological conditions and vehicle roadway and receptor configurations to provide estimates of hourly concentrations for the pollutant(s) of interest. CAL3QHC is a refined screening method, and therefore, provides conservative estimates of air quality concentrations. A more refined version of the model (CAL3QHCR) is available if predicted concentration impacts exceed applicable air quality standards for carbon monoxide.

The dispersion model was configured to conservatively estimate air quality impacts for existing traffic conditions (2006), future conditions without the project (No Build, 2009) and future conditions with the project (Build, 2009). The model has standardized default assumptions in addition to user supplied data. In this case, the supplemental input variables used are provided in Table 8. Figure 3 provides an aerial layout of the various individual roadway links and receptor configuration for the Old Country Road (CR 58) at Mill Road/Pulaski Street intersection. According to the traffic engineers, no roadway configuration changes are expected on the existing intersection layout to compensate for project related traffic impacts. Therefore, the Build year modeling scenario utilized the existing roadway configuration.

The specific period of the day analyzed for the intersection was based on total traffic (vehicles per hour) and overall congestion. Based on traffic engineering data, Saturday (daytime peak hour) represented a worst-case traffic and congestion scenario, and therefore, only Saturday peak hour traffic volumes were used to determine worst-case air quality conditions.

Existing Conditions

The air quality impacts associated with the Existing Condition (2006) were estimated using the above referenced models and input variables. The detailed model results are presented in Attachment 3. The model results provide the hourly impacts only. These impacts plus the 1-

hour 2006 background carbon monoxide concentration for Suffolk County (2.2 ppm) can be directly compared to the 1-hour Federal and State Air Quality Standard of 35 ppm for carbon monoxide. The maximum hourly carbon monoxide values for existing traffic conditions are provided in Table 9.

Table 8

Input Parameter Values for CAL3QHC

Meteorological Variables:

Averaging Time:	60 minutes
Surface Roughness:	108 centimeters
Wind Speed:	1 meter per second
Stability Class:	D (urban/suburban)
Mixing Height:	1,000 meters
Wind Direction:	Every 5° relative to center of intersection

Roadway Variables:

Individual link coordinates and link length maximum of 1,000 feet.
Traffic volume and lanes per link as per Eschbacher VHB Traffic Analysis.
Traffic speeds as per NYSDOT/NYSDEC.
Average signal cycle length, lost clearance.
Time, saturation flow rate, signal type, arrival rate as per Eschbacher VHB Traffic Analysis.
Source height at Reference Grade Level.
Mixing zone width: 10 feet on each side of free flow links except where roadway width exceeds roadway length.
Queue length determined by CAL3QHC Model.

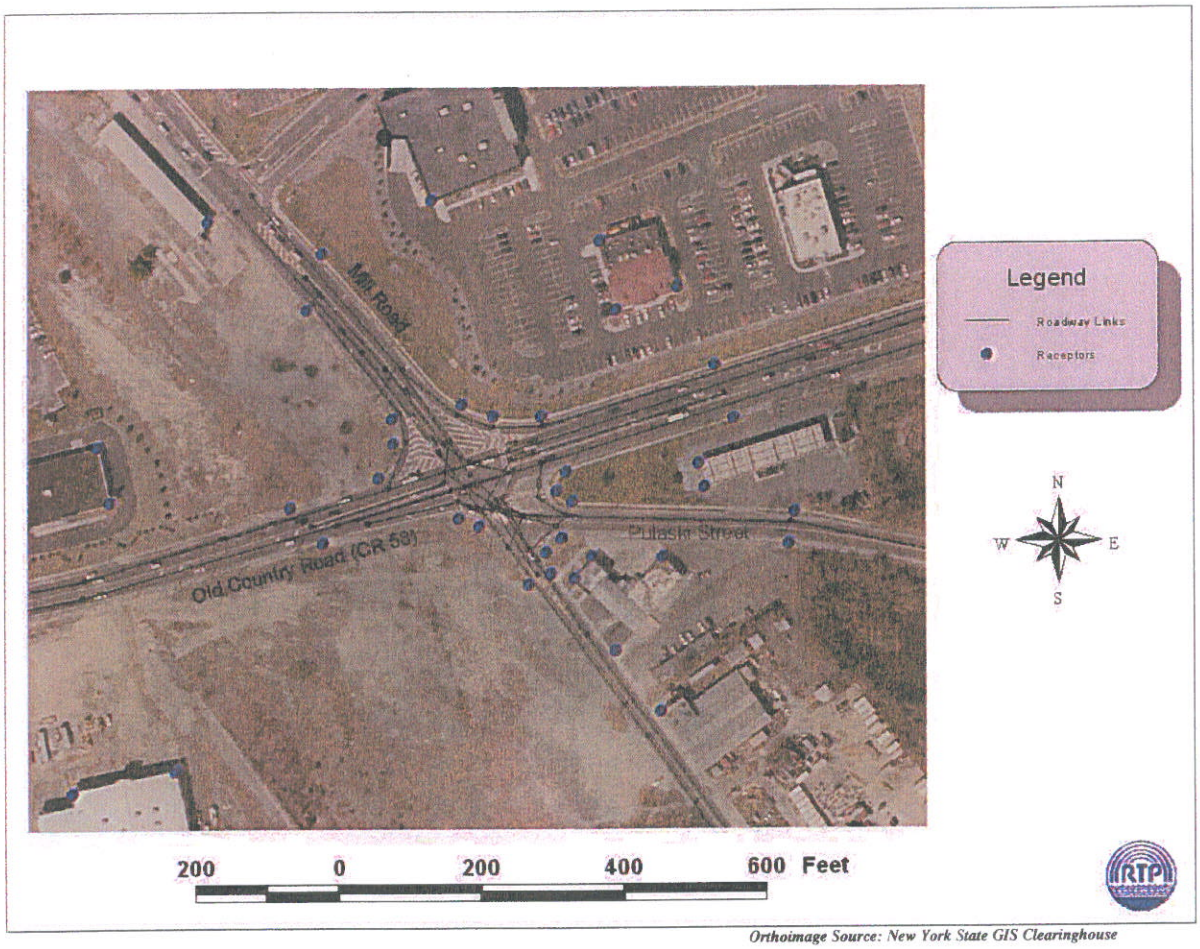
Emission Variables:

Composite Free Flow Emission Factors per link based on Suffolk County vehicle distribution and NYSDEC derived speeds (MOBILE6.2).
Idle Emission Factor per queue link defined by Suffolk County vehicle distribution and NYSDEC derived speeds (MOBILE6.2).

Receptor Variables:

Receptor Height:	1.8 meters
Receptor Location:	Sidewalk receptors are located a minimum of ten (10) feet from the road's edge to avoid mixing zone interference.

Figure 3
Intersection Modeling Layout



Orthoimage Source: New York State GIS Clearinghouse

Notes:
- Not all receptor and link locations are depicted on map. Roadway links extent approximately 1,000 feet from center of intersection in each direction.
- Receptor locations are approximate and should not be used to find actual coordinates.

Existing CO background values were obtained from the NYSDOT EPM. Since background values are provided for the year 2000 only, the EPM background roll back method was utilized to define existing (2006) CO 1-hour and 8-hour background values. The roll back method allows the proportioning of the mobile source (traffic) component of the background (approximately 80%) to reflect the reduced emission burden contribution in future years.

The following formula can be used for the background rollback using No Build traffic volumes:

$$C_{future} = C_{base} * \left(0.2 + 0.8 * \frac{EF_{future} * V_{future}}{EF_{base} * V_{base}}\right)$$

Table 9
Predicted 1-Hour and 8-Hour Carbon Monoxide Concentrations (ppm)

Old Country Road (CR 58) @ Mill Road/Pulaski Street	1-Hour Background	Project 1-Hour Maximum CO Impact	Combined Peak 1-Hour CO Impact	1-Hour NAAQS Standard
Existing Traffic (2006)	2.2	1.4	3.6	35
No Build Traffic (2009)	2.3	1.3	3.6	35
Build Traffic (2009)	2.3	1.9	4.2	35
Old Country Road (CR 58) @ Mill Road/Pulaski Street	**8-Hour Background**	**Project 8-Hour Maximum CO Impact**	**Combined Peak 8-Hour CO Impact**	**8-Hour NAAQS Standard**
Existing Traffic (2006)	1.5	1.0	2.5	9
No Build Traffic (2009)	1.6	0.9	2.5	9
Build Traffic (2009)	1.6	1.3	2.9	9

Notes:

-All values are in parts per million (ppm).

-NYSDOT Environmental Procedures Manual (EPM) value for Suffolk County. EPM rollback method used to calculate existing and Build year background levels.

- 8-hour maximum impact was computed by multiplying the 1-hour impact by 0.7 (NYSDOT Environmental Procedures Manual).

where:

C_{future} = future year background CO concentrations

C_{base} = base year background CO concentrations

(C_{future} and C_{base} can either be 1-hour or 8-hour background values)

EF_{future} = future year emission factors

EF_{base} = base year emission factors

V_{future} = future year traffic volumes

V_{base} = base year traffic volumes

Since only year 2000 CO background concentration are provided in the EPM; 2000 is considered the base year and 2006 project existing will be considered the future year. Therefore:

$$C_{2006} = C_{2000} * \left(0.2 + 0.8 \frac{EF_{2006} * V_{2006}}{EF_{2000} * V_{2000}}\right)$$

Year 2000 emission factors were obtained from the Mobile 6.2 emission factor tables and year 2000 traffic volumes were obtained using a scale-back value of 1.67% decrease in volume per year from the 2006 existing traffic volumes (based on the Regional Traffic Growth Factor). The variables used in the calculation are specific to the intersection of Old Country Road (CR 58) at Mill Road/Pulaski Street. CO background values are provided in Table 9.

The maximum estimated 1-hour carbon monoxide receptor concentration for Existing Conditions is well below the Federal and State standard of 35 ppm. The highest concentration predicted, 1.4 ppm, occurred at a sidewalk receptor on the south side of Old Country Road (Eastbound). This predicted peak value is presented in Table 9. The maximum prediction is likely to be an overestimate of actual expected concentrations since conservative vehicle speeds for free flow links and emission rates for all vehicle queues were used in the analysis. The predicted existing traffic impact value was added to the 2006 rolled back background carbon monoxide value for Suffolk County (2.2 ppm) to obtain a maximum predicted total 1-hour carbon monoxide concentration value of 3.6 ppm which is well below the Federal and State air quality standard.

The maximum estimated 8-hour carbon monoxide receptor concentration for Existing Conditions is also presented in Table 9. NYSDOT EPM recommends that the 8-hour value be derived by multiplying the 1-hour value by a persistence factor of 0.7. When Existing traffic impacts are combined with the applicable 8-hour background concentration of 1.5 ppm for Suffolk County, the combined maximum carbon monoxide receptor concentration of 2.5 ppm is also well within the Federal and State standard. It is unlikely that an individual will be exposed at this location for a full 8-hour period since they would have to remain stationary at the receptor location for the full 8-hour interval when the wind was within a 5° wind direction sector at an average speed of 1.0 meters per second and a neutral (D) atmospheric stability (how the model has interpreted the maximum impact). All other receptors have lower concentrations, in fact, the receptor concentrations decrease dramatically as the distance of the receptor from the intersection and individual links increases. Traffic related carbon monoxide impacts are considered very localized with high carbon monoxide concentrations within a relatively short distance of busy roadway intersections. The concentrations at a building receptor would be more realistic for estimating the 8-hour carbon monoxide concentration exposures to humans. The maximum existing 8-hour combined carbon monoxide concentration for all building receptors is below the sidewalk receptor values. A person would more likely be exposed to the concentration for a period of eight (8) hours at the building receptor locations.

Anticipated Impacts

The anticipated impacts on air quality were estimated using the same models used to evaluate existing conditions. Traffic data were developed for a future year 2009 signifying project completion. For the year 2009, two model scenarios were run at Old Country Road (CR 58) at Mill Road/Pulaski Street, one with projected 2009 traffic volumes only (No Build Case) and one with project traffic added to the projected 2009 traffic volumes (Build Case). Based on the conclusions from the traffic analysis by Eschbacher VHB, as mentioned earlier, Build case traffic conditions were modeled using existing roadway configurations.

Table 9 contains the maximum expected carbon monoxide for the year 2009 without the project or No Build Case. Again, the 1-hour background values are added to the predicted traffic maximum carbon monoxide impacts to provide the total carbon monoxide peak concentration at the maximum impact point (background values calculated using the same roll-back methodology as the existing analysis). As shown, the peak combined carbon monoxide 1-hour value, 3.6 ppm, occurred at a sidewalk receptor on the corner of the intersection. This value is well below the 35 ppm Federal and State air quality standard. The peak 8-hour values are based on the 1-hour values for predicted traffic impacts multiplied by 0.7 as in the case for existing conditions. The peak 8-hour combined traffic and background value, 2.5 ppm, again occurred at the same sidewalk receptor location as in the Existing Condition analysis. This value is also below the current Federal and State 8-hour standard of 9 ppm.

Table 9 also provides the maximum expected carbon monoxide impact for the year 2009 with the proposed project traffic included or the Build Case. The 1-hour (rolled back) background value was added to the projected traffic impacts with the project to yield a value of 4.2 ppm for the worst case sidewalk receptor. This value is again well below the 35 ppm 1-hour Federal and State carbon monoxide standard. The 8-hour peak concentration value is also presented in Table 9. The peak combined 8-hour value is 2.9 ppm. This value is also well below the Federal and State ambient 8-hour standard for carbon monoxide.

As part of the carbon monoxide analyses presented above, sensitive receptors such as schools, hospitals, parks, etc. in the vicinity of the analyzed intersection were identified and modeled as a sensitive receptor. One (1) sensitive receptor was found to be in the vicinity of the analyzed intersection and was included in the analyses for Existing, No Build and Build Conditions. The sensitive receptor represents the Medical Center on Commerce Drive (just northeast of the project site. The maximum impact at this location is summarized in Table 10. As shown, the maximum impact concentration is well below the 1-hour and 8-hour standards.

Table 10
Predicted 1-Hour and 8-Hour Sensitive Receptor Carbon Monoxide Concentrations (ppm)

Old Country Road (CR 58) @ Mill Road/Pulaski Street	1-Hour Background	Project 1-Hour Maximum CO Impact	Combined Peak 1-Hour CO Impact	1-Hour NAAQS Standard
Medical Center - Commerce Dr. (R42)				
Existing Traffic (2006)	2.2	0.2	2.4	35
No Build Traffic (2009)	2.3	0.1	2.4	35
Build Traffic (2009)	2.3	0.2	2.5	35
	8-Hour Background	**Project 8-Hour Maximum CO Impact**	**Combined Peak 8-Hour CO Impact**	**8-Hour NAAQS Standard**
Medical Center - Commerce Dr. (R42)				
Existing Traffic (2006)	1.5	0.1	1.6	9
No Build Traffic (2009)	1.6	0.1	1.7	9
Build Traffic (2009)	1.6	0.1	1.7	9

Notes:
-All values are in parts per million (ppm).
-NYSDOT Environmental Procedures Manual (EPM) value for Suffolk County. EPM rollback method used to calculate existing and Build year background levels.
- 8-hour maximum impact was computed by multiplying the 1-hour impact by 0.7 (NYSDOT Environmental Procedures Manual).

3.1.3 Assessing the Impacts of Fine Particulate Emissions

The NYSDEC issued on December 29, 2003 a policy memorandum CP-33 on fine particulate matter, $PM_{2.5}$. Whenever an application for a permit or major permit modification is reviewed under SEQRA, the NYSDEC or NYSDOT policy applies. The lead agency staff is directed to evaluate the potential for significant adverse impacts resulting from the emission of fine particulate matter during the operation of the proposed project. If potential operational emissions including mobile and stationary sources exceed a threshold of 15 tons per year, the applicant is required to employ reasonable and necessary mitigative measures to limit emissions to the maximum practicable extent. A project related fine particulate matter (both PM_{10} and $PM_{2.5}$) air quality analysis has been developed and is provided below.

PM_{10} and $PM_{2.5}$ Microscale Analyses

Common sources of fine particulate matter (PM_{10} and $PM_{2.5}$) in the vicinity of busy intersections are the heavy duty trucks. Light duty trucks as well as medium duty trucks typically run on gasoline, while heavy duty trucks typically run on diesel fuel. PM_{10} and $PM_{2.5}$ microscale air quality analyses were performed using the same modeling methodology as the CO microscale analysis. PM_{10} and $PM_{2.5}$ emission factors were generated for Existing (2006) traffic conditions and No Build and Build (2009) traffic conditions and have been provided in Tables 11 and 12 and Attachment 3. Parameters used to generate site specific emission factors for the intersections of Old Country Road (CR 58) at Mill Road/Pulaski Street were identical to what was used in the CO analysis. CAL3QHC was used to predict Existing, No Build and Build PM_{10} and $PM_{2.5}$ concentration. Model impacts were identical to those inputs used in the CO microscale analysis listed in Table 8.

Existing Conditions

The PM_{10} and $PM_{2.5}$ impacts associated with the Existing Traffic Conditions (2006) were estimated using the models and input variables referenced in Section 3.1.2. The detailed model results are presented in Attachment 4. The model results provide the hourly impacts only. The

Table 11
Existing (2006) and Build Year (2009) PM10 Vehicle Emission Rates

Vehicle Type	Suffolk County Vehicle Distribution (%) RFC 02/06	Suffolk County Vehicle Distribution (%) RFC 07/08/09	PM_{10} Emission Factors (g/VMT)* Existing (2006) Idle (0 mph)	Existing (2006) Non-Idle	Build (2009) Idle (0 mph)	Build (2009) Non-Idle	PM_{10} Emission Rates (g/VMT)* Existing (2006) Idle (RFC 02/06)	Existing (2006) Idle (RFC 07/08/09)	Existing (2006) Non-Idle (RFC 02/06)	Existing (2006) Non-Idle (RFC 07/08/09)	Build (2009) Idle (RFC 02/06)	Build (2009) Idle (RFC 07/08/09)	Build (2009) Non-Idle (RFC 02/06)	Build (2009) Non-Idle (RFC 07/08/09)
LDGV	52.00	55.80	0.00	0.03	0.00	0.03	0.000	0.000	0.016	0.017	0.000	0.000	0.016	0.017
LDGT1	4.97	5.34	0.00	0.03	0.00	0.03	0.000	0.000	0.001	0.002	0.000	0.000	0.001	0.002
LDGT2	16.66	17.87	0.00	0.03	0.00	0.03	0.000	0.000	0.005	0.005	0.000	0.000	0.005	0.005
LDGT3	12.90	11.11	0.00	0.03	0.00	0.03	0.000	0.000	0.004	0.003	0.000	0.000	0.004	0.003
LDGT4	5.63	4.85	0.00	0.03	0.00	0.03	0.000	0.000	0.002	0.001	0.000	0.000	0.002	0.001
HDGV2B	1.61	0.96	0.00	0.08	0.00	0.06	0.000	0.000	0.001	0.001	0.000	0.000	0.001	0.001
HDGV3	0.55	0.32	0.00	0.09	0.00	0.07	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV4	0.26	0.16	0.00	0.09	0.00	0.07	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV5	0.25	0.15	0.00	0.10	0.00	0.09	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV6	0.28	0.17	0.00	0.13	0.00	0.12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV7	0.26	0.15	0.00	0.12	0.00	0.11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV8A	0.27	0.16	0.00	0.17	0.00	0.17	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDDV	0.18	0.19	0.00	0.18	0.00	0.14	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDDT12	0.17	0.18	0.00	0.13	0.00	0.08	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDDT34	0.75	0.65	0.00	0.11	0.00	0.07	0.000	0.000	0.001	0.001	0.000	0.000	0.001	0.000
HDDV2B	0.18	0.11	1.15	0.14	1.05	0.09	0.002	0.001	0.000	0.000	0.002	0.001	0.000	0.000
HDDV3	0.20	0.12	1.11	0.13	1.04	0.10	0.002	0.001	0.000	0.000	0.002	0.001	0.000	0.000
HDDV4	0.19	0.11	1.07	0.12	1.02	0.09	0.002	0.001	0.000	0.000	0.002	0.001	0.000	0.000
HDDV5	0.20	0.12	1.20	0.14	1.09	0.10	0.002	0.001	0.000	0.000	0.002	0.001	0.000	0.000
HDDV6	0.32	0.19	1.22	0.27	1.10	0.19	0.004	0.002	0.001	0.001	0.004	0.002	0.001	0.000
HDDV7	0.49	0.29	1.20	0.26	1.08	0.19	0.006	0.003	0.001	0.001	0.005	0.003	0.001	0.001
HDDV8A	0.56	0.33	1.42	0.45	1.21	0.31	0.008	0.005	0.003	0.001	0.007	0.004	0.002	0.001
HDDV8B	0.52	0.31	1.24	0.37	1.13	0.24	0.006	0.004	0.002	0.001	0.006	0.004	0.001	0.001
HDGB	0.15	0.09	0.00	0.11	0.00	0.10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDDBT	0.15	0.09	2.79	1.48	2.57	1.33	0.004	0.003	0.002	0.001	0.004	0.002	0.002	0.001
HDDBS	0.30	0.18	1.42	0.64	1.13	0.33	0.004	0.003	0.002	0.001	0.003	0.002	0.001	0.001
MC	0.00	0.00	0.00	0.04	0.00	0.04	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
			Total Composite Emission Rates				**0.04**	**0.02**	**0.04**	**0.04**	**0.04**	**0.02**	**0.04**	**0.04**

Notes:

- Vehicle distribution and emission factor data obtained from NYSDOT's MOBILE6.2 PM_{10} Emission Factor Tables Look Up and Calculation Program for Microscale Analysis Web Application (http://www.dot.state.ny.us/eab/tools/mobile6/co/cotable.html).
- NYSDOT's Online MOBILE6.2 PM_{10} Emission Factor Tables are based on 5 mph vehicle speed intervals. Therefore, to obtain emission factors for 13.9 mph and 8.9 mph, the emission factors were interpolated from the 15 mph and 10 mph tables, respectively.
- Default Suffolk County vehicle distributions were used in the analysis.
- RFC = Road Functional Class. 02/06 represents major and minor arterials and 07/08/09 represents collectors and local roadways. All roadways are classified as rural.
- Vehicle speeds are for Suffolk County, rural, daytime traffic conditions. Data received from the NYSDEC - Office of Mobile Source Planning.
- NYSDOT's Online MOBILE6.2 PM_{10} Emission Factor Tables provided in Attachment 4.

* All emissions data are in g/VMT (grams per vehicle mile traveled) except for 0 mph idle emission factors, which are in g/h (grams per hour). Emission rates equal emission factors multiplied by vehicle distribution.

Table 12
Existing (2006) and Build Year (2009) PM2.5 Vehicle Emission Rates

Vehicle Type	Suffolk County Vehicle Distribution (%) RFC 02/06	Suffolk County Vehicle Distribution (%) RFC 07/08/09	PM2.5 Emission Factors (g/VMT)* Existing (2006) Idle (0 mph)	Existing (2006) Non-Idle	Build (2009) Idle (0 mph)	Build (2009) Non-Idle	PM2.5 Emission Rates (g/VMT)* Existing (2006) Idle (RFC 02/06)	Existing (2006) Idle (RFC 07/08/09)	Existing (2006) Non-Idle (RFC 02/06)	Existing (2006) Non-Idle (RFC 07/08/09)	Build (2009) Idle (RFC 02/06)	Build (2009) Idle (RFC 07/08/09)	Build (2009) Non-Idle (RFC 02/06)	Build (2009) Non-Idle (RFC 07/08/09)
LDGV	52.00	55.80	0.00	0.01	0.00	0.01	0.000	0.000	0.005	0.006	0.000	0.000	0.005	0.006
LDGT1	4.97	5.34	0.00	0.01	0.00	0.01	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.001
LDGT2	16.66	17.87	0.00	0.01	0.00	0.01	0.000	0.000	0.002	0.002	0.000	0.000	0.002	0.002
LDGT3	12.90	11.11	0.00	0.01	0.00	0.01	0.000	0.000	0.001	0.001	0.000	0.000	0.001	0.001
LDGT4	5.63	4.85	0.00	0.01	0.00	0.01	0.000	0.000	0.001	0.000	0.000	0.000	0.001	0.000
HDGV2B	1.61	0.96	0.00	0.06	0.00	0.05	0.000	0.000	0.001	0.001	0.000	0.000	0.001	0.000
HDGV3	0.55	0.32	0.00	0.06	0.00	0.05	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV4	0.26	0.16	0.00	0.06	0.00	0.05	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV5	0.25	0.15	0.00	0.07	0.00	0.06	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV6	0.28	0.17	0.00	0.09	0.00	0.08	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV7	0.26	0.15	0.00	0.08	0.00	0.07	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDGV8A	0.27	0.16	0.00	0.11	0.00	0.10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDDV	0.18	0.19	0.00	0.16	0.00	0.11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDDT12	0.17	0.18	0.00	0.10	0.00	0.06	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LDDT34	0.75	0.65	0.00	0.09	0.00	0.05	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000
HDDV2B	0.18	0.11	1.06	0.11	0.97	0.07	0.002	0.001	0.000	0.000	0.002	0.001	0.000	0.000
HDDV3	0.20	0.12	1.02	0.11	0.96	0.07	0.002	0.001	0.000	0.000	0.002	0.001	0.000	0.000
HDDV4	0.19	0.11	0.98	0.10	0.94	0.07	0.002	0.001	0.000	0.000	0.002	0.001	0.000	0.000
HDDV5	0.20	0.12	1.10	0.12	1.00	0.08	0.002	0.001	0.000	0.000	0.002	0.001	0.000	0.000
HDDV6	0.32	0.19	1.12	0.23	1.02	0.16	0.004	0.002	0.001	0.000	0.003	0.002	0.001	0.000
HDDV7	0.49	0.29	1.10	0.23	0.99	0.16	0.005	0.003	0.001	0.001	0.005	0.003	0.001	0.000
HDDV8A	0.56	0.33	1.30	0.38	1.11	0.25	0.007	0.004	0.002	0.001	0.006	0.004	0.001	0.001
HDDV8B	0.52	0.31	1.14	0.31	1.04	0.19	0.006	0.004	0.002	0.001	0.005	0.003	0.001	0.001
HDGB	0.15	0.09	0.00	0.07	0.00	0.07	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HDDBT	0.15	0.09	2.57	1.35	2.37	1.21	0.004	0.002	0.002	0.001	0.004	0.002	0.002	0.001
HDDBS	0.30	0.18	1.30	0.57	1.04	0.29	0.004	0.002	0.002	0.001	0.003	0.002	0.001	0.001
MC	0.00	0.00	0.00	0.02	0.00	0.02	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
			Total Composite Emission Rates				**0.04**	**0.02**	**0.02**	**0.02**	**0.03**	**0.02**	**0.02**	**0.02**

Notes:

- Vehicle distribution and emission factor data obtained from NYSDOT's MOBILE6.2 $PM_{2.5}$ Emission Factor Tables Look Up and Calculation Program for Microscale Analysis Web Application (http://www.dot.state.ny.us/eab/tools/mobile6/co/cotable.html).
- NYSDOT's Online MOBILE6.2 $PM_{2.5}$ Emission Factor Tables are based on 5 mph vehicle speed intervals. Therefore, to obtain emission factors for 13.9 mph and 8.9 mph, the emission factors were interpolated from the 15 mph and 10 mph tables, respectively.
- Default Suffolk County vehicle distributions were used in the analysis.
- RFC = Road Functional Class. 02/06 represents major and minor arterials and 07/08/09 represents collectors and local roadways. All roadways are classified as rural.
- Vehicle speeds are for Suffolk County, rural, daytime traffic conditions. Data received from the NYSDEC - Office of Mobile Source Planning.
- NYSDOT's Online MOBILE6.2 $PM_{2.5}$ Emission Factor Tables provided in Attachment 4.

* All emissions data are in g/VMT (grams per vehicle mile traveled) except for 0 mph idle emission factors, which are in g/h (grams per hour). Emission rates equal emission factors multiplied by vehicle distribution.

modeled 1-hour impacts were then multiplied by a persistence factor to calculate the 24-hour and annual impacts in order for the projected impacts to be directly comparable to the PM_{10} and $PM_{2.5}$ 24-hour and annual State guidelines. The maximum PM_{10} and $PM_{2.5}$ 24-hour and annual predicted values for existing traffic conditions are provided in Table 13.

The maximum estimated 24-hour PM_{10} receptor concentration is well below the Federal and State standard of 150 $\mu g/m^3$. The highest concentration predicted, 2.4 $\mu g/m^3$, occurred at a sidewalk receptor south of Old Country Road (eastbound traffic). This 24-hour concentration was calculated by multiplying the 1-hour modeled concentration by a persistence factor of 0.4 (NYSDOT, 2001). This predicted peak value is presented in Table 13. The maximum prediction is likely to be an overestimate of actual expected concentrations since conservative vehicle speeds for free flow links and emission rates for all vehicle queues were used in the analysis.

The maximum estimated annual PM_{10} receptor concentration for Existing Conditions is also presented in Table 13. The maximum value of 0.19 $\mu g/m^3$ was obtained by multiplying the 1-hour modeled concentration by a persistence factor of 0.08 (NYSDOT, 2001). This value is well below the Federal and State standard of 50 $\mu g/m^3$. All other receptors have lower concentrations, in fact, the receptor concentrations decrease dramatically as the distance of the receptor from the intersection and individual links increases.

Maximum 24-hour and annual $PM_{2.5}$ concentrations occurred at the same receptor locations as the maximum PM_{10} concentrations. The maximum predicted 24-hour $PM_{2.5}$ concentration was 1.2 $\mu g/m^3$, which is well below the Federal and State 24-hour standard of 35 $\mu g/m^3$. The maximum predicted annual $PM_{2.5}$ concentration was 0.10 $\mu g/m^3$; again well below the Federal and State annual standard of 15.0 $\mu g/m^3$. Maximum predicted 24-hour and annual $PM_{2.5}$ concentrations are presented in Table 13.

Anticipated Project Impacts

Anticipated Build and No Build project impacts of PM_{10} and $PM_{2.5}$ were modeled in the same fashion as the CO impacts. Table 13 contains the maximum PM_{10} and $PM_{2.5}$ predictions for the 2009 No Build case. As shown, maximum predicted PM_{10} and $PM_{2.5}$ 24-hour concentrations are 3.6 $\mu g/m^3$ and 2.0 $\mu g/m^3$, respectively. Maximum predicted annual

Table 13
Predicted 24-Hour and Annual Particulate Matter Concentrations

Old Country Road (CR 58) @ Mill Road/Pulaski Street	Project 24-Hour PM_{10} Maximum Impact	Project Annual PM_{10} Maximum Impact	24-Hour PM_{10} N/SAAQS Standard	Annual PM_{10} N/SAAQS Standard**
Existing Traffic (2006)	2.4	0.19	150	50
No Build Traffic (2009)	3.6	0.29	150	50
Build Traffic (2009)	5.2	0.42	150	50
Old Country Road (CR 58) @ Mill Road/Pulaski Street	**Project 24-Hour $PM_{2.5}$ Maximum Impact**	**Project Annual $PM_{2.5}$ Maximum Impact**	**24-Hour $PM_{2.5}$ N/SAAQS Standard***	**Annual $PM_{2.5}$ N/SAAQS Standard**
Existing Traffic (2006)	1.2	0.10	35	15.0
No Build Traffic (2009)	2.0	0.16	35	15.0
Build Traffic (2009)	2.8	0.22	35	15.0

Notes:

-All values are in micrograms per cubic meter.

- 1-hour modeled impacts were multiplied by persistence factors to calculate the 24-hour and annual PM_{10} and $PM_{2.5}$ impacts. A value of 0.4 was used for the 24-hour persistence factor and a value of 0.08 was used for the annual persistence factor. Persistence values obtained from "New York State Department of Transportation Project Level Particulate Matter Analysis, Final Policy" dated September 2004.

* The 24-hour $PM_{2.5}$ NAAQS was recently reduced by the USEPA to 35 micrograms per cubic meter (Effective December 2006).

** Due to a lack of evidence linking health problems to long-term exposure to coarse particulate matter pollution, EPA revoked the annual PM10 standard (effective December 2006), however the NYSDEC has not yet revoked this standard.

PM_{10} and $PM_{2.5}$ concentrations are 0.29 $\mu g/m^3$ and 0.16 $\mu g/m^3$, respectively. All maximum predicted concentrations occurred at the same receptor locations as the existing modeled predictions. These No Build predictions are all well below the Federal and State air quality 24-hour and annual standards. Persistence factors were again used to obtain 24-hour and annual predictions from the 1-hour modeled impacts.

Table 13 also provides the maximum expected PM_{10} and $PM_{2.5}$ impact for the year 2009 with the proposed project traffic included or the Build Case. As shown, the maximum predicted PM_{10} and $PM_{2.5}$ 24-hour concentrations are 5.2 $\mu g/m^3$ and 2.8 $\mu g/m^3$, respectively. Maximum predicted annual PM_{10} and $PM_{2.5}$ concentrations are 0.42 $\mu g/m^3$ and 0.22 $\mu g/m^3$, respectively. All maximum predicted concentrations occurred at the same respect location as the Existing and No Build modeled concentrations. Based on the minimal increase in PM_{10} and $PM_{2.5}$ concentrations between the Build and No Build cases, the project will not cause a significant increase in particulate air concentrations.

The same sensitive receptor location that was analyzed in the CO microscale analysis was also analyzed for PM_{10} and $PM_{2.5}$ impacts. The maximum impact at the Medical Center is summarized in Table 14. As shown, the maximum impact is well below the 24-hour and annual standards.

Vehicle Related NO_x, VOC and O_3 Impacts

Vehicles utilizing the proposed development would emit Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs), and therefore, impact the ozone levels in the general area. The severe ozone non-attainment area includes all of Long Island, New York City and a few adjoining counties. This area has had historically high ozone levels that have diminished but still are above the standards. The causes for the high ozone levels are fairly complex but are primarily associated with the release of precursor air pollutants such as nitrogen oxides and volatile organic compounds. Several State and Federal funded studies have determined that possible solutions to the problem include limiting the release of precursor pollutants via Federal

and State mandated programs. The studies showed that even with zero emissions in the New York Metropolitan area, ambient ozone levels would still exceed standards because of emissions from adjoining states. Therefore, these control programs not only include the immediate New York metropolitan areas but several states to the south and west of New York.

The control programs attack the ozone non-attainment problem on several fronts including emission limits on electric and non-electric generating units, area sources and on and off road sources. All on-road vehicles in New York State will roughly account for 49% of a total 256,000 tons of nitrogen oxide emissions in 2007. New York State, therefore, has proposed a program for on-road vehicles whereby the control measures will include:

— California Low Emission Vehicle Program
— Federal Reformulated Gasoline
— 9.0 Reid Vapor Pressure
— High Enhanced Inspection and Maintenance Program
— Year 2004 Federal Heavy Duty Vehicle Standards

With the approval and implementation of the New York and other State programs, the anticipation is that the ozone levels will begin declining and the region, as well as the local Riverhead area, will comply with standards. As such, the facility will comply with all applicable rules and regulations. For additional information, Section 4.6 Ozone of the NYSDEC Annual Monitoring Network Plan has been attached along with detailed Regional/Ozone Monitoring data for 2006 and 2007 (see Attachment 6).

3.1.4 Mesoscale Analysis

In addition to a microscale analysis, the NYSDEC and NYSDOT can require a mesoscale emissions analysis to determine the relative change in regional pollutants expected as a result

Table 14
Predicted 24-Hour and Annual Sensitive Receptor Particulate Matter Concentrations

Old Country Road (CR 58) @ Mill Road/Pulaski Street	Project 24-Hour PM_{10} Maximum Impact	Project Annual PM_{10} Maximum Impact	24-Hour PM_{10} NAAQS Standard	Annual PM_{10} NAAQS Standard
Medical Center - Commerce Dr. (R42)				
Existing Traffic (2006)	0.40	0.03	150	50
No Build Traffic (2009)	0.40	0.03	150	50
Build Traffic (2009)	0.80	0.06	150	50
	Project 24-Hour $PM_{2.5}$ Maximum Impact	Project Annual $PM_{2.5}$ Maximum Impact	24-Hour $PM_{2.5}$ NAAQS Standard*	Annual $PM_{2.5}$ NAAQS Standard
Medical Center - Commerce Dr. (R42)				
Existing Traffic (2006)	0.00	0.00	35	15.0
No Build Traffic (2009)	0.40	0.03	35	15.0
Build Traffic (2009)	0.40	0.03	35	15.0

Notes:

-All values are in micrograms per cubic meter.

- 1-hour modeled impacts were multiplied by persistence factors to calculate the 24-hour and annual PM_{10} and $PM_{2.5}$ impacts. A value of 0.4 was used for the 24-hour persistence factor and a value of 0.08 was used for the annual persistence factor. Persistence values obtained from "New York State Department of Transportation Project Level Particulate Matter Analysis, Final Policy" dated September 2004.

* The 24-hour $PM_{2.5}$ NAAQS was recently reduced by the USEPA to 35 micrograms per cubic meter (Effective December 2006).

of a proposed project. Based on NYSDOT EPM guidance, in order for a project to need a mesoscale analysis, the project must generate 10 percent or more vehicle miles traveled (VMT) over a large area, (Suffolk County). Based on a total peak Saturday (daytime) trip generation rate of 2,915 trips per hour under the proposed action, the project would not exceed 10 percent of the trips generated in the general area surrounding the project site. Therefore, a mesoscale analysis is not formally required for the proposed development.

3.1.5 Conformity Determination

The proposed project is in a severe ozone non-attainment area. As detailed in 6NYCRR Part 240, the proposed action does not involve approval, funding or implementation of the Federal Highway Administration/Federal Transit Administration (FHWA/FTA), and therefore, is exempt from a Conformity Determination under Part 240. In addition, based on the above microscale analyses, the project will only cause minor contributes to any new localized carbon monoxide levels surrounding the project site.

3.2 CONSTRUCTION AND OPERATIONAL AIR QUALITY IMPACTS

Air quality impacts associated with the construction and operation of the proposed facilities are anticipated. These impacts result from the operation of construction equipment and fugitive emissions during construction and the actual air pollutant emissions from operating the proposed facilities.

3.2.1 Potential Construction Related Impacts

Impacts to air quality from project construction activities are anticipated to be short-term and relatively insignificant. The Shops at Riverhead project will require demolition activities, site grading and construction. The construction process is expected to be completed in one phase with completion by 2009.

Construction activities are normally not regulated according to air quality standards, but are typically regulated under nuisance clauses. As such, project applicants typically implement controls that limit the construction emissions to non-nuisance levels.

During construction, the operation of heavy construction equipment is a source of temporary dust emissions that can impact local air quality. Dust is generated from, but not limited to, demolition, including blasting, land clearing, ground excavation, and earth moving. In addition, the use of heavy equipment and the emissions generated from off-road engines can add to potential local impacts. The temporary and site specific nature of construction activities make it difficult to estimate potential emissions. Further, the varied nature of construction and phasing of activities make emission estimates increasingly difficult. Construction also utilizes different types of controls that are also useful in the reduction of fugitive dust emissions. Typical dust suppression, such as the use of water trucks, covered storage piles and trucks can greatly reduce construction impacts. In addition, other site controls, such as storm water pollution prevention activities and good housekeeping, can reduce site dust generation. Storm water pollution prevention activities, such as phased construction activities, minimizing the extent of disturbed soils, stabilizing soils, gravel road beds, wheel washes, etc. can provide benefits to both off-site water and air impacts. Regular equipment maintenance and upkeep can also reduce negative impacts from on-site equipment usage.

Emissions data for heavy construction operations have been developed by the U.S. Environmental Protection Agency (USEPA, 1995). Published emission factors specific to construction were utilized to determine potential air quality impacts associated with the proposed project. USEPA developed a rudimentary, conservative estimate. The USEPA emission factor for total uncontrolled suspended particulate (TSP) is based on one (1) set of field studies and are considered appropriate for construction operations with medium activity level, moderate silt contents, and semiarid climate. It is anticipated that this site will have medium activity level. According to the Soil Survey of Suffolk County, the site has moderate to low silt content. However, Suffolk County is hardly a semiarid climate and is more aptly described as humid-continental. Documentation for the USEPA emission factor indicates that it is highly conservative and will overestimate both TSP PM_{10} and $PM_{2.5}$

emissions. However, the current lack of specific construction activity information (material transfers, soil cut and fill, etc.) has necessitated that the emission factor of 1.2 tons of TSP per acre per month be utilized to conservatively describe project activities (USEPA, 1995).

Typically, PM_{10} comprises less than 25% of TSP. As such, a conservative uncontrolled PM_{10} emission factor for the site was estimated at 0.6 tons per year per month of activity. Further, dust suppression and best management practices will further control fugitive dust. For example, the use of a water truck on facility roads has been shown to reduce fugitive road emissions by more than 95%. As such, a conservative control of 75% was utilized to reflect moderate or typical overall controls at the site. Based on this information, it is estimated that the site will generate 0.15 tons of PM_{10} per acre per month of activity, or 6.3 tons per month (if all 42 acres were simultaneously under construction for any given month). Over a 12 month period (assuming all 42 acres under construction simultaneously for an entire year), the total PM_{10} emissions are conservatively estimated at 75.6 tons. Considering the period of time, expected construction phasing and the distribution of these emissions over substantial areas and the control measures typically applied during construction, air quality impacts are expected to be minimal and not exceed air quality standards.

3.2.2 Potential Operational Related Impacts

The operation of point and fugitive sources of air pollution at the facilities within The Shops at Riverhead will result in minimal increases in the overall atmospheric air pollutant burden based on the nature of typical retail operations and associated activities. Heating and air conditioning systems (HVAC) release small amounts of air pollutants that when compared to the regional burden are insignificant and should not cause an exacerbation of applicable standards or guidelines. At this time, it is unknown whether any HVAC systems installed as part of the project will require air permitting or registrations.

The proposed project will have an insignificant air quality impact on other air quality related values such as visibility impairment, acid deposition, impacts on soils or impacts on vegetation. The relative air pollution burden added by the construction and operation of the

project is insignificant when compared to the current and future background sources in the region.

4.0 PROPOSED MITIGATION

4.1 TRAFFIC RELATED PROPOSED MITIGATION

The air quality analysis of the proposed project has focused on carbon monoxide and fine particulates associated with traffic generated by the project, which based on experience, and Air Quality and NYSDOT Assessment Guidance, are the critical impacts from an air quality perspective. The analyses show that the existing conditions for year 2006 along with the No Build and Build Conditions for year 2009, do not cause a violation of the current regulatory standards. Therefore, no mitigation measures would be required beyond those anticipated in the traffic analysis. The traffic analysis section of the DGEIS details proposed traffic mitigation measures and proposed roadway and site access plans. Based on the preliminary air quality analysis of the selected intersection using worst case Saturday (daytime) traffic emission rates, any proposed changes will likely represent a decrease in air quality impacts.

4.2 CONSTRUCTION RELATED MITIGATION

The construction of the proposed project would produce minimal incremental air emissions at and around the project area. Since no adverse effects to air quality are expected from the proposed project, monitoring has not been included as a component of proposed project activities. Further, mitigation measures, beyond a typical dust suppression plan, should not be necessary since the air quality impacts will be short-term and relatively small.

4.3 OPERATIONAL RELATED MITIGATION

The overall operation of The Shops at Riverhead project will have minor impacts on the local and regional air quality. As such, additional mitigation measures are not required based on the available information.

5.0 AIR IMPACTS ASSOCIATED WITH PROJECT ALTERNATIVES

There are two (2) project alternatives that are being proposed as potential options to site development. The alternatives include a no action case and an alternative which calls for only 406,071 square feet of retail space (compared to the proposed development of 530,420 square feet of retail space). From an air quality perspective, since the proposed alternatives would be either no development or development with less retail space than the proposed action, traffic volume will be lower, and therefore, air quality impacts are expected to be less if a proposed alternative were to be selected.

The no action case would maintain ambient air quality at future (2009) levels without the proposed project. Without the proposed project, 2009 air quality levels are expected to be similar to current levels.

Construction and operation impacts associated with the alternative proposal are expected to be less, but likely indistinguishable from the proposed action based on the relatively small differences between possible options and the other major sources contributing to air quality levels in the adjoining areas.

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Transportation Research Board, 2000. Highway Capacity Manual. National Research Council, Washington, D.C.

USEPA, 1995. Heavy Construction Operations: Dust Emission Factors. AP42, Fifth Edition, Volume 1, Chapter 13: Miscellaneous Sources. Research Triangle Park, North Carolina.

ATTACHMENT 1

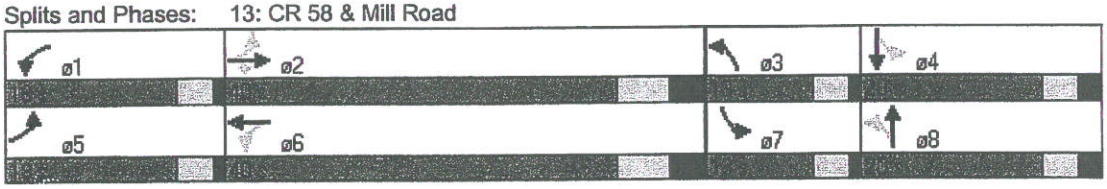
TRAFFIC ENGINEERING DETAILS FOR THE INTERSECTION AT OLD COUNTRY ROAD (CR58) AND MILL ROAD/PULASKI STREET

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	376	750	113	62	908	51	92	202	44	83	181	279
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		Free	4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	35.0	35.0	10.0	35.0		12.0	11.0		12.0	11.0	
Total Split (s)	18.0	40.0	40.0	18.0	40.0	0.0	13.0	20.0	0.0	13.0	20.0	0.0
Total Split (%)	19.8%	44.0%	44.0%	19.8%	44.0%	0.0%	14.3%	22.0%	0.0%	14.3%	22.0%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	50.3	41.8	41.8	38.6	31.7	82.9	21.5	14.9	82.9	21.2	14.8	82.9
Actuated g/C Ratio	0.61	0.50	0.50	0.46	0.38	1.00	0.25	0.18	1.00	0.25	0.18	1.00
v/c Ratio	0.99	0.48	0.14	0.24	0.76	0.04	0.42	0.81	0.03	0.38	0.59	0.18
Control Delay	65.1	16.8	6.5	10.8	27.3	0.0	27.3	54.0	0.0	27.3	41.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	16.8	6.5	10.8	27.3	0.0	27.3	54.0	0.0	27.3	41.5	0.2
LOS	E	B	A	B	C	A	C	D	A	C	D	A
Approach Delay		30.5			25.0			39.7			18.1	
Approach LOS		C			C			D			B	

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 82.9
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 27.7
Intersection LOS: C
Intersection Capacity Utilization 74.5%
ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

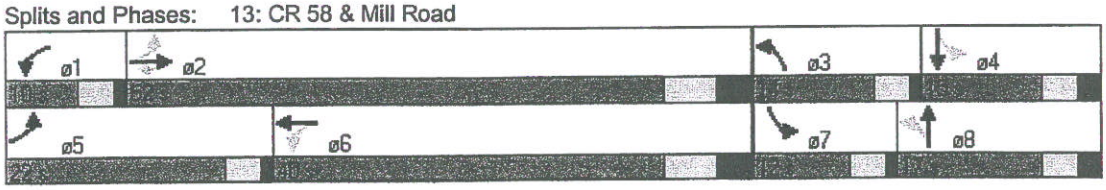


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	505	1161	185	125	1328	54	213	247	90	88	225	401
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		Free	4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	35.0	35.0	10.0	35.0		12.0	11.0		12.0	11.0	
Total Split (s)	22.0	52.0	52.0	10.0	40.0	0.0	14.0	17.0	0.0	12.0	15.0	0.0
Total Split (%)	24.2%	57.1%	57.1%	11.0%	44.0%	0.0%	15.4%	18.7%	0.0%	13.2%	16.5%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	58.0	48.0	48.0	42.0	36.0	91.0	23.4	15.4	91.0	18.7	11.0	91.0
Actuated g/C Ratio	0.64	0.53	0.53	0.46	0.40	1.00	0.26	0.17	1.00	0.20	0.12	1.00
v/c Ratio	1.28	0.71	0.22	0.60	1.08	0.04	1.02	1.05	0.07	0.45	1.08	0.26
Control Delay	170.9	19.1	5.9	22.1	76.7	0.1	92.5	105.7	0.1	33.1	121.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	170.9	19.1	5.9	22.1	76.7	0.1	92.5	105.7	0.1	33.1	121.8	0.4
LOS	F	B	A	C	E	A	F	F	A	C	F	A
Approach Delay		59.2			69.5			83.4			42.7	
Approach LOS		E			E			F			D	

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 91
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 63.3 Intersection LOS: E
Intersection Capacity Utilization 101.7% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

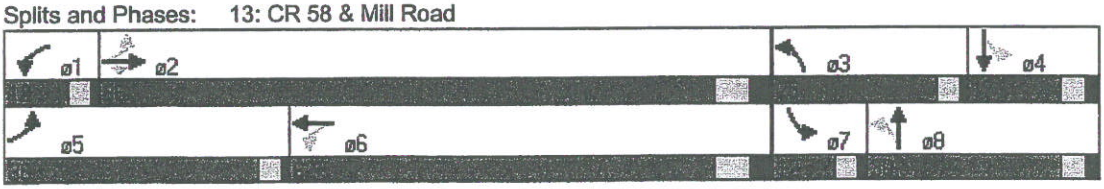


Lane Configurations												
Volume (vph)	690	1656	371	125	1744	54	369	247	90	88	225	557
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		Free	4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	35.0	35.0	10.0	35.0		12.0	11.0		12.0	11.0	
Total Split (s)	36.0	86.0	86.0	12.0	62.0	0.0	25.0	30.0	0.0	12.0	17.0	0.0
Total Split (%)	25.7%	61.4%	61.4%	8.6%	44.3%	0.0%	17.9%	21.4%	0.0%	8.6%	12.1%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	94.0	82.0	82.0	66.0	58.0	140.0	38.0	26.0	140.0	21.0	13.0	140.0
Actuated g/C Ratio	0.67	0.59	0.59	0.47	0.41	1.00	0.27	0.19	1.00	0.15	0.09	1.00
v/c Ratio	1.66	0.91	0.39	0.95	1.35	0.04	1.55	0.96	0.07	0.66	1.40	0.37
Control Delay	335.6	34.2	12.1	100.4	197.2	0.1	296.1	94.8	0.1	64.2	255.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	335.6	34.2	12.1	100.4	197.2	0.1	296.1	94.8	0.1	64.2	255.1	0.6
LOS	F	C	B	F	F	A	F	F	A	E	F	A
Approach Delay		107.7			185.4			188.0			72.9	
Approach LOS		F			F			F			E	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.66
Intersection Signal Delay: 137.4 Intersection LOS: F
Intersection Capacity Utilization 132.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road



ATTACHMENT 2

GENERATED MOBILE6.2
CARBON MONOXIDE EMISSION FACTORS

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2006 Road Functional Class: 02/06 Vehicle Speed: 0

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	52.00	70.63	LDDT34	0.75	6.58
LDGT1	4.97	65.53	HDDV2B	0.18	10.95
LDGT2	16.66	67.35	HDDV3	0.20	12.76
LDGT3	12.90	65.80	HDDV4	0.19	14.64
LDGT4	5.63	66.20	HDDV5	0.20	16.93
HDGV2B	1.61	105.00	HDDV6	0.32	18.43
HDGV3	0.55	166.25	HDDV7	0.49	22.05
HDGV4	0.26	154.35	HDDV8A	0.56	38.95
HDGV5	0.25	293.02	HDDV8B	0.52	39.80
HDGV6	0.28	555.60	HDGB	0.15	440.68
HDGV7	0.26	518.60	HDDBT	0.15	96.57
HDGV8A	0.27	844.90	HDDBS	0.30	26.19
LDDV	0.18	9.96	MC	0.00	231.56
LDDT12	0.17	5.56	Total	100.0	74.00

Project Descriptions (limited to 140 characters):

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MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2006 Road Functional Class: 02/06 Vehicle Speed: 15

NYSDOT Default Vehicle Mix? Yes If no, please specify and click [ok]. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	52.00	7.54	LDDT34	0.75	1.07
LDGT1	4.97	7.28	HDDV2B	0.18	1.78
LDGT2	16.66	7.49	HDDV3	0.20	2.07
LDGT3	12.90	7.26	HDDV4	0.19	2.38
LDGT4	5.63	7.30	HDDV5	0.20	2.75
HDGV2B	1.61	15.70	HDDV6	0.32	2.99
HDGV3	0.55	24.85	HDDV7	0.49	3.58
HDGV4	0.26	23.07	HDDV8A	0.56	6.33
HDGV5	0.25	43.80	HDDV8B	0.52	6.47
HDGV6	0.28	83.04	HDGB	0.15	65.87
HDGV7	0.26	77.52	HDDBT	0.15	15.69
HDGV8A	0.27	126.29	HDDBS	0.30	4.25
LDDV	0.18	1.62	MC	0.00	16.65
LDDT12	0.17	0.90	Total	100.0	8.47

Project Descriptions (limited to 140 characters):

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MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2006 Road Functional Class: 02/06 Vehicle Speed: 25

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	52.00	6.29	LDDT34	0.75	0.64
LDGT1	4.97	6.05	HDDV2B	0.18	1.06
LDGT2	16.66	6.25	HDDV3	0.20	1.24
LDGT3	12.90	6.03	HDDV4	0.19	1.42
LDGT4	5.63	6.07	HDDV5	0.20	1.64
HDGV2B	1.61	9.15	HDDV6	0.32	1.79
HDGV3	0.55	14.48	HDDV7	0.49	2.14
HDGV4	0.26	13.44	HDDV8A	0.56	3.78
HDGV5	0.25	25.52	HDDV8B	0.52	3.86
HDGV6	0.28	48.39	HDGB	0.15	38.38
HDGV7	0.26	45.17	HDDBT	0.15	9.37
HDGV8A	0.27	73.59	HDDBS	0.30	2.54
LDDV	0.18	0.97	MC	0.00	9.98
LDDT12	0.17	0.54	Total	100.0	6.66

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2006 Road Functional Class: 07/08/09 Vehicle Speed: 0

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	55.80	70.63	LDDT34	0.65	6.58
LDGT1	5.34	65.53	HDDV2B	0.11	10.95
LDGT2	17.87	67.35	HDDV3	0.12	12.76
LDGT3	11.11	65.80	HDDV4	0.11	14.64
LDGT4	4.85	66.20	HDDV5	0.12	16.93
HDGV2B	0.96	105.00	HDDV6	0.19	18.43
HDGV3	0.32	166.25	HDDV7	0.29	22.05
HDGV4	0.16	154.35	HDDV8A	0.33	38.95
HDGV5	0.15	293.02	HDDV8B	0.31	39.80
HDGV6	0.17	555.60	HDGB	0.09	440.68
HDGV7	0.15	518.60	HDDBT	0.09	96.57
HDGV8A	0.16	844.90	HDDBS	0.18	26.19
LDDV	0.19	9.96	MC	0.00	231.56
LDDT12	0.18	5.56	Total	100.0	71.79

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2006 Road Functional Class: 07/08/09 Vehicle Speed: 15

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	55.80	7.54	LDDT34	0.65	1.07
LDGT1	5.34	7.28	HDDV2B	0.11	1.78
LDGT2	17.87	7.49	HDDV3	0.12	2.07
LDGT3	11.11	7.26	HDDV4	0.11	2.38
LDGT4	4.85	7.30	HDDV5	0.12	2.75
HDGV2B	0.96	15.70	HDDV6	0.19	2.99
HDGV3	0.32	24.85	HDDV7	0.29	3.58
HDGV4	0.16	23.07	HDDV8A	0.33	6.33
HDGV5	0.15	43.80	HDDV8B	0.31	6.47
HDGV6	0.17	83.04	HDGB	0.09	65.87
HDGV7	0.15	77.52	HDDBT	0.09	15.69
HDGV8A	0.16	126.29	HDDBS	0.18	4.25
LDDV	0.19	1.62	MC	0.00	16.65
LDDT12	0.18	0.90	Total	100.0	8.05

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2006 Road Functional Class: 07/08/09 Vehicle Speed: 25

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	55.80	6.29	LDDT34	0.65	0.64
LDGT1	5.34	6.05	HDDV2B	0.11	1.06
LDGT2	17.87	6.25	HDDV3	0.12	1.24
LDGT3	11.11	6.03	HDDV4	0.11	1.42
LDGT4	4.85	6.07	HDDV5	0.12	1.64
HDGV2B	0.96	9.15	HDDV6	0.19	1.79
HDGV3	0.32	14.48	HDDV7	0.29	2.14
HDGV4	0.16	13.44	HDDV8A	0.33	3.78
HDGV5	0.15	25.52	HDDV8B	0.31	3.86
HDGV6	0.17	48.39	HDGB	0.09	38.38
HDGV7	0.15	45.17	HDDBT	0.09	9.37
HDGV8A	0.16	73.59	HDDBS	0.18	2.54
LDDV	0.19	0.97	MC	0.00	9.98
LDDT12	0.18	0.54	Total	100.0	6.47

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2009 Road Functional Class: 02/06 Vehicle Speed: 0

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	52.00	50.60	LDDT34	0.75	5.17
LDGT1	4.97	44.77	HDDV2B	0.18	7.76
LDGT2	16.66	47.10	HDDV3	0.20	9.59
LDGT3	12.90	43.55	HDDV4	0.19	11.47
LDGT4	5.63	44.00	HDDV5	0.20	12.22
HDGV2B	1.61	90.60	HDDV6	0.32	14.04
HDGV3	0.55	117.20	HDDV7	0.49	16.98
HDGV4	0.26	114.03	HDDV8A	0.56	28.41
HDGV5	0.25	172.05	HDDV8B	0.52	25.61
HDGV6	0.28	273.27	HDGB	0.15	252.40
HDGV7	0.26	260.60	HDDBT	0.15	88.39
HDGV8A	0.27	396.02	HDDBS	0.30	20.95
LDDV	0.18	9.62	MC	0.00	231.56
LDDT12	0.17	4.36	Total	100.0	50.96

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2009 Road Functional Class: 02/06 Vehicle Speed: 15

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	52.00	5.45	LDDT34	0.75	0.84
LDGT1	4.97	5.03	HDDV2B	0.18	1.26
LDGT2	16.66	5.31	HDDV3	0.20	1.56
LDGT3	12.90	4.83	HDDV4	0.19	1.86
LDGT4	5.63	4.88	HDDV5	0.20	1.99
HDGV2B	1.61	13.54	HDDV6	0.32	2.28
HDGV3	0.55	17.52	HDDV7	0.49	2.76
HDGV4	0.26	17.04	HDDV8A	0.56	4.62
HDGV5	0.25	25.71	HDDV8B	0.52	4.16
HDGV6	0.28	40.85	HDGB	0.15	37.73
HDGV7	0.26	38.95	HDDBT	0.15	14.36
HDGV8A	0.27	59.19	HDDBS	0.30	3.40
LDDV	0.18	1.56	MC	0.00	16.65
LDDT12	0.17	0.71	Total	100.0	5.84

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2009 Road Functional Class: 02/06 Vehicle Speed: 25

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	52.00	4.56	LDDT34	0.75	0.50
LDGT1	4.97	4.20	HDDV2B	0.18	0.75
LDGT2	16.66	4.44	HDDV3	0.20	0.93
LDGT3	12.90	4.03	HDDV4	0.19	1.11
LDGT4	5.63	4.08	HDDV5	0.20	1.19
HDGV2B	1.61	7.89	HDDV6	0.32	1.36
HDGV3	0.55	10.21	HDDV7	0.49	1.65
HDGV4	0.26	9.93	HDDV8A	0.56	2.76
HDGV5	0.25	14.99	HDDV8B	0.52	2.48
HDGV6	0.28	23.80	HDGB	0.15	21.98
HDGV7	0.26	22.70	HDDBT	0.15	8.57
HDGV8A	0.27	34.49	HDDBS	0.30	2.03
LDDV	0.18	0.93	MC	0.00	9.98
LDDT12	0.17	0.42	Total	100.0	4.64

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2009 Road Functional Class: 07/08/09 Vehicle Speed: 0

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	55.80	50.60	LDDT34	0.65	5.17
LDGT1	5.34	44.77	HDDV2B	0.11	7.76
LDGT2	17.87	47.10	HDDV3	0.12	9.59
LDGT3	11.11	43.55	HDDV4	0.11	11.47
LDGT4	4.85	44.00	HDDV5	0.12	12.22
HDGV2B	0.96	90.60	HDDV6	0.19	14.04
HDGV3	0.32	117.20	HDDV7	0.29	16.98
HDGV4	0.16	114.03	HDDV8A	0.33	28.41
HDGV5	0.15	172.05	HDDV8B	0.31	25.61
HDGV6	0.17	273.27	HDGB	0.09	252.40
HDGV7	0.15	260.60	HDDBT	0.09	88.39
HDGV8A	0.16	396.02	HDDBS	0.18	20.95
LDDV	0.19	9.62	MC	0.00	231.56
LDDT12	0.18	4.36	Total	100.0	49.89

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2009 Road Functional Class: 07/08/09 Vehicle Speed: 15

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	55.80	5.45	LDDT34	0.65	0.84
LDGT1	5.34	5.03	HDDV2B	0.11	1.26
LDGT2	17.87	5.31	HDDV3	0.12	1.56
LDGT3	11.11	4.83	HDDV4	0.11	1.86
LDGT4	4.85	4.88	HDDV5	0.12	1.99
HDGV2B	0.96	13.54	HDDV6	0.19	2.28
HDGV3	0.32	17.52	HDDV7	0.29	2.76
HDGV4	0.16	17.04	HDDV8A	0.33	4.62
HDGV5	0.15	25.71	HDDV8B	0.31	4.16
HDGV6	0.17	40.85	HDGB	0.09	37.73
HDGV7	0.15	38.95	HDDBT	0.09	14.36
HDGV8A	0.16	59.19	HDDBS	0.18	3.40
LDDV	0.19	1.56	MC	0.00	16.65
LDDT12	0.18	0.71	Total	100.0	5.62

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

MOBILE6.2 CO Emission Factor Tables
Look Up and Calculation Program for Microscale Analysis

Please Select

County: Suffolk Analysis Year: 2009 Road Functional Class: 07/08/09 Vehicle Speed: 25

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	CO	Veh. Type	Veh. %	CO
LDGV	55.80	4.56	LDDT34	0.65	0.50
LDGT1	5.34	4.20	HDDV2B	0.11	0.75
LDGT2	17.87	4.44	HDDV3	0.12	0.93
LDGT3	11.11	4.03	HDDV4	0.11	1.11
LDGT4	4.85	4.08	HDDV5	0.12	1.19
HDGV2B	0.96	7.89	HDDV6	0.19	1.36
HDGV3	0.32	10.21	HDDV7	0.29	1.65
HDGV4	0.16	9.93	HDDV8A	0.33	2.76
HDGV5	0.15	14.99	HDDV8B	0.31	2.48
HDGV6	0.17	23.80	HDGB	0.09	21.98
HDGV7	0.15	22.70	HDDBT	0.09	8.57
HDGV8A	0.16	34.49	HDDBS	0.18	2.03
LDDV	0.19	0.93	MC	0.00	9.98
LDDT12	0.18	0.42	Total	100.0	4.55

Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

ATTACHMENT 3

CAL3QHC CARBON MONOXIDE MODEL RUNS

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 9:10:33

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. INT3APPR1-EB	65.6	6.6	-183.7	-68.9	261.	253.	AG	750.	6.5	0.0	40.0		
2. INT3APPR2-EB	-183.7	-68.9	-538.1	-167.3	368.	254.	AG	1239.	6.5	0.0	40.0		
3. INT3APPR3-EB	-538.1	-167.3	-994.1	-246.1	463.	260.	AG	1239.	6.5	0.0	29.9		
4. INT3DEP1-EB	65.6	6.6	105.0	16.4	41.	76.	AG	877.	6.5	0.0	40.0		
5. INT3DEP2-EB	105.0	16.4	748.0	216.5	673.	73.	AG	894.	6.5	0.0	40.0		
6. INT3QMAIN1-EB	-23.0	-23.0	-111.7	-48.3	92.	254.	AG	196.	100.0	0.0	20.0	0.49	4.7
7. INT3QMAIN2-EB	-183.7	-68.9	-5052.8	-1421.4	5053.	254.	AG	98.	100.0	0.0	9.8	1.60	256.7
8. INT3QMAIN3-EB	-538.1	-167.3	-5517.8	-1027.1	5053.	260.	AG	98.	100.0	0.0	9.8	1.60	256.7
9. INT3QRIGHT-EB	-45.9	-36.1	-72.5	-44.3	28.	253.	AG	98.	100.0	0.0	13.1	0.15	1.4
10. INT3RIGHTDEP1-EB	-45.9	-36.1	19.7	-49.2	67.	101.	AG	34.	6.5	0.0	33.1		
11. INT3RIGHTDEP2-EB	-45.9	-36.1	124.7	-68.9	174.	101.	AG	79.	6.5	0.0	33.1		
12. INT3QLEFT-EB	-32.8	-9.8	-106.9	-34.5	78.	252.	AG	83.	100.0	0.0	11.2	0.42	4.0
13. INT3LEFTDEP-EB	-32.8	-9.8	-26.2	49.2	59.	6.	AG	376.	6.5	0.0	30.8		
14. INT3APPR1-WB	-32.8	6.6	728.3	246.1	798.	73.	AG	908.	6.5	0.0	42.0		
15. INT3DEP1-WB	-32.8	6.6	-111.5	-19.7	83.	252.	AG	1000.	6.5	0.0	42.0		
16. INT3DEP2-WB	-111.5	-19.7	-534.8	-144.4	441.	254.	AG	1279.	6.5	0.0	42.0		
17. INT3DEP3-WB	-534.8	-144.4	-1017.1	-229.7	490.	260.	AG	1279.	6.5	0.0	30.8		
18. INT3QMAIN1-WB	59.1	32.8	189.1	74.3	137.	72.	AG	240.	100.0	0.0	22.0	0.76	6.9
19. INT3QLEFT-WB	59.1	19.7	70.8	23.3	12.	73.	AG	107.	100.0	0.0	9.8	0.07	0.6
20. INT3LEFTDEP-WB	59.1	19.7	19.7	-49.2	79.	210.	AG	46.	6.5	0.0	29.9		
21. INT3RIGHTAPP1-WB	692.3	246.1	105.0	68.9	613.	253.	AG	51.	6.5	0.0	30.8		
22. INT3RIGHTAPP2-WB	105.0	68.9	36.1	65.6	69.	267.	AG	51.	6.5	0.0	30.8		
23. INT3RIGHTDEP1-WB	36.1	65.6	-16.4	82.0	55.	287.	AG	51.	6.5	0.0	30.8		
24. INT3RIGHTDEP2-WB	-16.4	82.0	-91.9	144.4	98.	310.	AG	51.	6.5	0.0	30.8		
25. INT3APPR1-NB	3.3	0.0	42.7	-36.1	53.	133.	AG	134.	6.5	0.0	29.9		
26. INT3APPR2-NB	42.7	-36.1	167.3	-223.1	225.	146.	AG	234.	6.5	0.0	29.9		
27. INT3APPR3-NB	167.3	-223.1	620.1	-849.7	773.	144.	AG	234.	6.5	0.0	29.9		
28. INT3DEP1-NB	3.3	0.0	-26.2	45.9	55.	327.	AG	510.	6.5	0.0	29.9		
29. INT3DEP2-NB	-59.1	45.9	-91.9	144.4	104.	342.	AG	561.	6.5	0.0	29.9		
30. INT3DEP3-NB	-91.9	144.4	-301.8	390.4	323.	320.	AG	561.	6.5	0.0	29.9		
31. INT3QMAIN1-NB	42.7	-36.1	105.0	-129.6	112.	146.	AG	154.	100.0	0.0	9.8	0.83	5.7
32. INT3QMAIN2-NB	167.3	-223.1	233.2	-314.2	112.	144.	AG	154.	100.0	0.0	9.8	0.83	5.7
33. INT3QRIGHT-NB	49.2	-32.8	50.1	-34.5	2.	151.	AG	17.	100.0	0.0	9.8	0.03	0.1
34. INT3RIGHTDEP1-NB	49.2	-32.8	65.6	6.6	43.	23.	AG	44.	6.5	0.0	29.9		
35. INT3RIGHTDEP2-NB	88.6	-105.0	137.8	-55.8	70.	45.	AG	20.	6.5	0.0	34.1		
36. INT3QLEFT-NB	32.8	-39.4	40.1	-50.3	13.	146.	AG	142.	100.0	0.0	9.8	0.09	0.7
37. INT3LEFTDEP-NB	32.8	-39.4	-32.8	6.6	80.	305.	AG	36.	6.5	0.0	29.9		
38. INT3APPR1-SB	19.7	-49.2	-39.4	29.5	98.	323.	AG	123.	6.5	0.0	32.2		
39. INT3APPR2-SB	-39.4	29.5	-147.6	170.6	178.	322.	AG	123.	6.5	0.0	32.2		
40. INT3APPR3-SB	-147.6	170.6	-321.5	367.5	263.	319.	AG	543.	6.5	0.0	32.2		
41. INT3DEP1-SB	19.7	-49.2	59.1	-98.4	63.	141.	AG	261.	6.5	0.0	32.2		
42. INT3DEP2-SB	59.1	-98.4	249.3	-360.9	324.	144.	AG	265.	6.5	0.0	32.2		
43. INT3DEP3-SB	249.3	-360.9	607.0	-859.6	614.	144.	AG	265.	6.5	0.0	32.2		
44. INT3QMAIN1-SB	-39.4	29.5	-69.3	68.5	49.	322.	AG	154.	100.0	0.0	12.1	0.44	2.5

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 9:10:33

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. INT3QMAIN2-SB	-147.6	170.6	-2103.0	2384.2	2954.	319.	AG	154.	100.0	0.0	12.1	1.93	150.0
46. INT3RIGHTAPPR1-SB	-216.5	236.2	-95.1	85.3	194.	141.	AG	279.	6.5	0.0	33.1		
47. INT3RIGHTAPPR2-SB	-95.1	85.3	-88.6	45.9	40.	171.	AG	279.	6.5	0.0	33.1		
48. INT3RIGHTDEP-SB	-88.6	45.9	-111.5	-19.7	70.	199.	AG	279.	6.5	0.0	33.1		
49. INT3QLEFT1-SB	-32.8	42.7	-54.3	70.2	35.	322.	AG	163.	100.0	0.0	9.8	0.40	1.8
50. INT3QLEFT2-SB	-114.8	147.6	-137.8	174.0	35.	319.	AG	163.	100.0	0.0	9.8	0.40	1.8
51. INT3LEFTDEP1-SB	-32.8	42.7	6.6	16.4	47.	124.	AG	83.	6.5	0.0	29.9		
52. INT3LEFTDEP2-SB	6.6	16.4	65.6	6.6	60.	99.	AG	83.	6.5	0.0	29.9		
53. INT3APPR1-NWB	42.7	-36.1	78.7	-55.8	41.	119.	AG	68.	6.5	0.0	29.9		
54. INT3APPR2-NWB	78.7	-55.8	137.8	-55.8	59.	90.	AG	128.	6.5	0.0	29.9		
55. INT3APPR3-NWB	137.8	-55.8	452.8	-65.6	315.	92.	AG	145.	6.5	0.0	29.9		
56. INT3APPR4-NWB	452.8	-65.6	1066.3	-193.6	627.	102.	AG	145.	6.5	0.0	29.9		
57. INT3RIGHTAPPR-SB	137.8	-55.8	98.4	-29.5	47.	304.	AG	17.	6.5	0.0	37.1		
58. INT3RIGHTDEP-SB	98.4	-29.5	105.0	16.4	46.	8.	AG	17.	6.5	0.0	37.1		
59. INT3QLEFT-SB	78.7	-55.8	59.4	-48.9	21.	290.	AG	142.	100.0	0.0	9.8	0.15	1.0
60. INT3LEFTDEP-SB	78.7	-55.8	59.1	-98.4	47.	205.	AG	4.	6.5	0.0	29.9		

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 9:10:33

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
6. INT3QMAIN1-EB	91	45	0.0	750	1600	74.00	2	3
7. INT3QMAIN2-EB	91	45	0.0	1239	1600	74.00	2	3
8. INT3QMAIN3-EB	91	45	0.0	1239	1600	74.00	2	3
9. INT3QRIGHT-EB	91	45	0.0	113	1600	74.00	2	3
12. INT3QLEFT-EB	91	38	0.0	376	1600	74.00	1	3
18. INT3QMAIN1-WB	91	55	0.0	908	1600	74.00	2	3
19. INT3QLEFT-WB	91	49	0.0	46	1600	74.00	1	3
31. INT3QMAIN1-NB	91	73	0.0	234	1600	71.79	1	3
32. INT3QMAIN2-NB	91	73	0.0	234	1600	71.79	1	3
33. INT3QRIGHT-NB	91	8	0.0	44	1600	71.79	1	3
36. INT3QLEFT-NB	91	67	0.0	36	1600	71.79	1	3
44. INT3QMAIN1-SB	91	73	0.0	123	1600	71.79	1	3
45. INT3QMAIN2-SB	91	73	0.0	543	1600	71.79	1	3
49. INT3QLEFT1-SB	91	77	0.0	83	1600	71.79	1	3
50. INT3QLEFT2-SB	91	77	0.0	83	1600	71.79	1	3
59. INT3QLEFT-SB	91	67	0.0	56	1600	71.79	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9
17. R17-SDWK17	-45.9	-52.5	5.9
18. R18-SDWK18	-180.4	-85.3	5.9
19. R19-SDWK19	-275.6	-52.5	5.9
20. R20-SDWK20	-124.7	-6.6	5.9
21. R21-SDWK21	-105.0	45.9	5.9
22. R22-SDWK22	-111.5	78.7	5.9
23. R23-SDWK23	-223.1	216.5	5.9
24. R24	-114.8	469.2	5.9
25. R25	-49.2	380.6	5.9
26. R26	187.0	324.8	5.9
27. R27	210.0	229.7	5.9
28. R28	295.3	262.5	5.9
29. R29	324.8	16.4	5.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 9:10:33

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
30. R30	331.4	-16.4	5.9
31. R31	272.3	-111.5	5.9
32. R32	173.9	-111.5	5.9
33. R33	150.9	-144.4	5.9
34. R34	206.7	-242.8	5.9
35. R35	269.0	-328.1	5.9
36. R36	-370.7	-603.7	5.9
37. R37	-410.1	-410.1	5.9
38. R38	-554.5	-436.4	5.9
39. R39	-623.4	-68.9	5.9
40. R40	-498.7	-36.1	5.9
41. R41	-518.4	39.4	5.9
42. R42 S	-643.0	147.6	5.9
43. R43	-364.2	354.3	5.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) * REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.5	0.5	0.2	0.0	0.4	0.3	0.1	0.5	0.2	1.1	0.6	0.1	0.0
5.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.5	0.4	0.2	0.1	0.4	0.3	0.3	0.5	0.2	1.1	0.5	0.1	0.0
10.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.5	0.4	0.2	0.1	0.4	0.4	0.3	0.5	0.2	1.3	0.4	0.1	0.0
15.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.6	0.4	0.2	0.1	0.3	0.4	0.3	0.5	0.3	1.1	0.4	0.1	0.0
20.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.6	0.3	0.2	0.1	0.3	0.3	0.3	0.4	0.3	1.0	0.4	0.1	0.0
25.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.9	0.6	0.3	0.2	0.1	0.3	0.3	0.2	0.5	0.5	0.8	0.4	0.1	0.1
30.	* 0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.6	0.3	0.2	0.1	0.2	0.3	0.2	0.4	0.5	0.7	0.4	0.1	0.1
35.	* 0.0	0.0	0.0	0.0	0.0	0.5	0.9	0.5	0.2	0.2	0.1	0.2	0.2	0.2	0.3	0.6	0.8	0.4	0.1	0.2
40.	* 0.0	0.0	0.0	0.0	0.0	0.5	0.9	0.5	0.2	0.1	0.0	0.2	0.2	0.2	0.3	0.7	0.7	0.6	0.1	0.3
45.	* 0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.4	0.2	0.1	0.0	0.2	0.2	0.2	0.3	0.8	0.8	0.5	0.1	0.3
50.	* 0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.4	0.2	0.0	0.0	0.2	0.2	0.1	0.2	0.7	0.8	0.6	0.1	0.4
55.	* 0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.3	0.2	0.0	0.0	0.2	0.2	0.1	0.2	0.8	0.8	1.0	0.2	0.4
60.	* 0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.3	0.2	0.0	0.0	0.2	0.1	0.0	0.1	0.8	0.8	1.0	0.2	0.6
65.	* 0.0	0.0	0.0	0.1	0.1	0.5	0.7	0.3	0.2	0.0	0.0	0.1	0.0	0.0	0.1	0.8	0.6	1.0	0.4	0.6
70.	* 0.0	0.0	0.1	0.1	0.1	0.5	0.5	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.7	0.4	0.9	0.7	0.8
75.	* 0.0	0.1	0.3	0.3	0.3	0.4	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.5	0.7	0.8	0.8
80.	* 0.0	0.2	0.3	0.4	0.3	0.3	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.3	0.5	0.9	0.9
85.	* 0.0	0.3	0.5	0.5	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.1	0.3	1.0	1.0
90.	* 0.0	0.3	0.5	0.5	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.1	0.3	0.8	1.0
95.	* 0.0	0.4	0.6	0.6	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.1	0.2	0.8	1.0
100.	* 0.0	0.4	0.7	0.7	0.3	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.1	0.0	0.8	0.9
105.	* 0.0	0.5	0.7	0.7	0.3	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.1	0.0	0.8	1.0
110.	* 0.0	0.5	0.7	0.8	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.1	0.0	0.7	1.2
115.	* 0.1	0.5	0.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.1	0.0	0.6	1.3
120.	* 0.1	0.4	0.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.1	0.0	0.6	1.2
125.	* 0.1	0.3	0.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.1	0.0	0.6	1.0
130.	* 0.2	0.3	0.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.6	0.8
135.	* 0.2	0.2	0.5	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.4	0.0	0.0	0.6	0.8
140.	* 0.1	0.2	0.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0	0.6	0.8
145.	* 0.3	0.3	0.5	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2	0.0	0.0	0.0	0.6	0.8
150.	* 0.3	0.2	0.5	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.2	0.0	0.0	0.0	0.6	0.8
155.	* 0.4	0.3	0.5	0.8	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.2	0.3	0.0	0.0	0.0	0.0	0.6	0.5
160.	* 0.5	0.3	0.4	0.8	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.3	0.4	0.0	0.0	0.0	0.0	0.6	0.5
165.	* 0.5	0.3	0.3	0.8	0.3	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.3	0.3	0.0	0.0	0.0	0.0	0.6	0.6
170.	* 0.4	0.2	0.4	0.8	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.3	0.0	0.0	0.0	0.0	0.6	0.5
175.	* 0.6	0.2	0.4	0.9	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.3	0.0	0.0	0.0	0.0	0.6	0.5
180.	* 0.5	0.4	0.3	0.9	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.6	0.4
185.	* 0.5	0.3	0.3	0.9	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.6	0.4
190.	* 0.5	0.3	0.2	0.9	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.6	0.4
195.	* 0.5	0.6	0.2	0.9	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.6	0.4
200.	* 0.5	0.7	0.3	0.9	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.7	0.4
205.	* 0.6	0.7	0.3	0.9	0.3	0.0	0.1	0.2	0.1	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.7	0.4

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) * REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40	
REC41	REC42	REC43																		
210.	* 0.6	0.6	0.3	0.7	0.3	0.0	0.1	0.2	0.1	0.0	0.0	0.1	0.5	0.1	0.0	0.0	0.0	0.0	0.7	0.4
215.	* 0.6	0.6	0.3	0.7	0.3	0.0	0.2	0.2	0.1	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.8	0.6
220.	* 0.5	0.8	0.4	0.7	0.3	0.1	0.2	0.3	0.1	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.1	0.8	0.7
225.	* 0.5	0.8	0.5	0.6	0.3	0.1	0.2	0.3	0.1	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.1	0.8	0.7
230.	* 0.5	0.7	0.5	0.6	0.5	0.1	0.1	0.3	0.1	0.0	0.0	0.2	0.5	0.1	0.0	0.0	0.0	0.1	0.8	0.8
235.	* 0.5	0.5	0.7	0.7	0.5	0.1	0.2	0.3	0.1	0.0	0.0	0.2	0.5	0.1	0.0	0.0	0.0	0.1	0.9	0.9
240.	* 0.6	0.6	0.7	0.7	0.6	0.2	0.4	0.2	0.1	0.0	0.0	0.2	0.5	0.1	0.0	0.0	0.0	0.1	0.3	1.0	0.9
245.	* 0.6	0.7	0.6	0.6	0.6	0.5	0.5	0.3	0.1	0.0	0.0	0.2	0.5	0.1	0.0	0.1	0.3	0.5	1.2	1.0
250.	* 0.6	0.6	0.6	0.6	0.5	0.6	0.8	0.4	0.2	0.1	0.0	0.3	0.5	0.0	0.0	0.3	0.7	0.9	1.1	0.9
255.	* 0.5	0.4	0.5	0.4	0.4	0.8	0.8	0.7	0.4	0.2	0.1	0.4	0.6	0.1	0.1	0.5	0.7	1.3	1.1	0.9
260.	* 0.4	0.3	0.4	0.4	0.4	0.9	0.9	0.7	0.7	0.3	0.2	0.4	0.7	0.3	0.2	0.5	1.0	1.4	0.9	0.7
265.	* 0.5	0.1	0.2	0.0	0.0	0.8	0.8	0.7	0.8	0.3	0.2	0.6	0.9	0.3	0.2	0.6	1.1	1.3	0.5	0.5
270.	* 0.5	0.1	0.0	0.0	0.0	0.7	0.6	0.4	0.5	0.2	0.1	0.7	0.9	0.4	0.2	0.6	1.0	1.2	0.2	0.2
275.	* 0.5	0.1	0.0	0.0	0.0	0.6	0.5	0.4	0.4	0.1	0.0	0.6	0.8	0.4	0.3	0.6	1.1	1.2	0.2	0.1
280.	* 0.6	0.1	0.0	0.0	0.1	0.6	0.5	0.3	0.2	0.1	0.0	0.5	0.8	0.4	0.3	0.4	1.1	1.0	0.1	0.1
285.	* 0.6	0.1	0.0	0.1	0.1	0.6	0.5	0.3	0.3	0.1	0.1	0.6	0.9	0.3	0.3	0.7	1.2	0.9	0.1	0.1
290.	* 0.6	0.2	0.1	0.1	0.1	0.6	0.6	0.3	0.2	0.3	0.1	0.5	0.9	0.4	0.1	0.8	1.3	0.9	0.1	0.1
295.	* 0.6	0.1	0.1	0.1	0.1	0.5	0.8	0.3	0.3	0.4	0.2	0.4	0.8	0.4	0.2	0.8	1.3	0.8	0.1	0.1
300.	* 0.7	0.4	0.2	0.2	0.1	0.4	0.7	0.5	0.4	0.4	0.2	0.4	0.8	0.4	0.2	0.6	1.3	0.8	0.1	0.0
305.	* 0.7	0.3	0.3	0.2	0.1	0.4	0.9	0.4	0.4	0.4	0.2	0.4	0.9	0.6	0.1	0.7	1.4	0.8	0.0	0.0
310.	* 0.7	0.4	0.2	0.2	0.1	0.4	0.9	0.6	0.6	0.3	0.3	0.3	0.9	0.6	0.2	0.6	1.4	0.7	0.0	0.1
315.	* 0.5	0.4	0.2	0.1	0.0	0.4	1.0	0.6	0.6	0.3	0.2	0.3	0.9	0.5	0.2	0.7	1.3	0.6	0.0	0.1
320.	* 0.5	0.3	0.2	0.1	0.0	0.3	0.9	0.6	0.5	0.2	0.2	0.4	0.9	0.6	0.3	0.7	1.3	0.7	0.1	0.2
325.	* 0.3	0.1	0.1	0.1	0.0	0.3	0.8	0.6	0.5	0.2	0.0	0.3	0.6	0.4	0.4	0.6	1.3	0.7	0.1	0.2
330.	* 0.2	0.1	0.0	0.0	0.0	0.3	0.8	0.5	0.5	0.2	0.1	0.3	0.5	0.5	0.3	0.5	1.3	0.7	0.1	0.2
335.	* 0.1	0.0	0.0	0.0	0.0	0.3	0.7	0.6	0.5	0.2	0.1	0.3	0.4	0.2	0.3	0.6	1.1	0.7	0.1	0.2
340.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.6	0.5	0.2	0.1	0.3	0.3	0.3	0.3	0.3	1.3	0.8	0.1	0.2
345.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.6	0.5	0.2	0.1	0.3	0.2	0.2	0.4	0.2	1.3	0.7	0.1	0.1
350.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.5	0.5	0.2	0.1	0.4	0.3	0.2	0.5	0.2	1.2	0.6	0.1	0.1
355.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.5	0.5	0.2	0.1	0.4	0.3	0.1	0.5	0.2	1.2	0.6	0.1	0.1
360.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.5	0.5	0.2	0.0	0.4	0.3	0.1	0.5	0.2	1.1	0.6	0.1	0.0
MAX	* 0.7	0.8	0.7	0.9	0.6	0.9	1.0	0.7	0.8	0.4	0.3	0.7	0.9	0.6	0.5	0.8	1.4	1.4	1.2	1.3
DEGR.	* 300	220	100	175	240	260	315	255	265	295	310	270	305	305	0	45	305	260	245	115

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) * REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	* 0.0	0.3	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.3	0.1	0.1	0.0	0.0	0.3	0.0	0.1	0.1
5.	* 0.1	0.3	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.3	0.0	0.1	0.1
10.	* 0.2	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.2	0.0	0.1	0.1
15.	* 0.2	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.3	0.0	0.0	0.0	0.2	0.0	0.1	0.1
20.	* 0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.3	0.1	0.1
25.	* 0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.3	0.1	0.1
30.	* 0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.1
35.	* 0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.1
40.	* 0.2	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.1
45.	* 0.2	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
50.	* 0.3	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
55.	* 0.4	0.1	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60.	* 0.4	0.1	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65.	* 0.5	0.1	0.6	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70.	* 0.7	0.1	0.6	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
75.	* 0.7	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.	* 0.7	0.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
85.	* 0.7	0.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
90.	* 0.8	0.7	0.6	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1
95.	* 0.7	0.8	0.7	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
100.	* 0.5	0.8	0.7	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
105.	* 0.4	0.7	0.7	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
110.	* 0.4	0.7	0.8	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
115.	* 0.6	0.7	0.8	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
120.	* 0.6	0.6	0.6	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
125.	* 0.5	0.7	0.6	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
130.	* 0.6	0.5	0.4	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3
135.	* 0.7	0.6	0.2	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
140.	* 0.6	0.6	0.2	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.3
145.	* 0.6	0.4	0.2	0.0	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.4	0.3
150.	* 0.6	0.5	0.1	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.4	0.3
155.	* 0.6	0.5	0.1	0.0	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.1	0.2	0.3	0.2	0.0	0.0	0.0	0.4	0.3
160.	* 0.6	0.5	0.0	0.0	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.1	0.2	0.4	0.2	0.0	0.0	0.0	0.4	0.3
165.	* 0.6	0.5	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.1	0.2	0.4	0.2	0.0	0.0	0.0	0.4	0.3
170.	* 0.6	0.3	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.4	0.2	0.0	0.0	0.0	0.4	0.3
175.	* 0.6	0.3	0.1	0.0	0.0	0.1	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.5	0.2	0.0	0.0	0.0	0.4	0.3
180.	* 0.5	0.3	0.1	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.0	0.1	0.1	0.5	0.1	0.0	0.0	0.0	0.4	0.3
185.	* 0.5	0.3	0.1	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.0	0.1	0.0	0.5	0.1	0.0	0.0	0.0	0.4	0.3
190.	* 0.5	0.2	0.2	0.1	0.0	0.1	0.3	0.2	0.0	0.0	0.1	0.1	0.0	0.5	0.1	0.0	0.0	0.0	0.4	0.3
195.	* 0.4	0.1	0.2	0.1	0.0	0.1	0.3	0.2	0.0	0.0	0.1	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.4	0.3
200.	* 0.3	0.1	0.2	0.1	0.0	0.1	0.3	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.4	0.4
205.	* 0.2	0.1	0.2	0.1	0.0	0.1	0.3	0.3	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	0.3	0.3	0.2	0.1	0.1	0.1	0.3	0.2	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4
215.	0.4	0.3	0.1	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4
220.	0.4	0.3	0.1	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4
225.	0.4	0.3	0.1	0.1	0.1	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4
230.	0.4	0.3	0.1	0.1	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4
235.	0.4	0.3	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4
240.	0.4	0.3	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4
245.	0.5	0.3	0.2	0.1	0.3	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.4
250.	0.4	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.4
255.	0.3	0.2	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.1	0.3	0.1	0.3	0.0	0.0	0.0	0.0	0.2	0.3
260.	0.2	0.2	0.0	0.1	0.1	0.1	0.0	0.0	0.3	0.2	0.2	0.3	0.2	0.5	0.0	0.0	0.1	0.1	0.2	0.2
265.	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.4	0.2	0.3	0.3	0.2	0.5	0.2	0.0	0.2	0.2	0.1	0.1
270.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.3	0.1	0.3	0.5	0.3	0.5	0.3	0.0	0.2	0.2	0.0	0.0
275.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.1	0.3	0.4	0.4	0.5	0.4	0.1	0.2	0.2	0.0	0.0
280.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.3	0.1	0.4	0.3	0.4	0.3	0.0	0.2	0.2	0.0	0.0
285.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.1	0.4	0.3	0.4	0.3	0.0	0.2	0.2	0.0	0.0
290.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.1	0.4	0.4	0.4	0.4	0.0	0.2	0.2	0.0	0.0
295.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.5	0.0	0.3	0.3	0.3	0.4	0.0	0.3	0.2	0.0	0.0
300.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.2	0.2	0.3	0.3	0.5	0.0	0.4	0.2	0.0	0.0
305.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.2	0.2	0.5	0.1	0.5	0.0	0.4	0.2	0.0	0.0
310.	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.3	0.4	0.2	0.2	0.3	0.3	0.6	0.0	0.3	0.4	0.0	0.0
315.	0.2	0.4	0.3	0.1	0.1	0.0	0.1	0.0	0.3	0.3	0.3	0.4	0.3	0.3	0.5	0.0	0.2	0.3	0.0	0.0
320.	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.0	0.2	0.3	0.3	0.3	0.3	0.2	0.3	0.0	0.0	0.2	0.0	0.0
325.	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.2	0.2	0.3	0.0	0.0	0.2	0.0	0.0
330.	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.0	0.0	0.2	0.0	0.1
335.	0.4	0.7	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.2	0.1	0.2	0.0	0.1	0.2	0.1	0.1
340.	0.5	0.5	0.7	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.2	0.1	0.1	0.1	0.1	0.3	0.1	0.1
345.	0.4	0.4	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
350.	0.3	0.4	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.4	0.3	0.1	0.0	0.1	0.3	0.1	0.1	0.1
355.	0.2	0.3	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.3	0.2	0.1	0.0	0.1	0.3	0.1	0.1	0.1
360.	0.0	0.3	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.3	0.1	0.1	0.0	0.0	0.3	0.0	0.1	0.1
MAX	0.8	0.8	0.8	0.1	0.3	0.2	0.3	0.3	0.5	0.5	0.3	0.5	0.5	0.5	0.6	0.1	0.4	0.4	0.4	0.4
DEGR.	90	95	110	150	245	245	180	205	290	290	265	270	305	175	310	275	300	310	130	200

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43
0.	0.1	0.1	0.3
5.	0.1	0.1	0.3
10.	0.1	0.1	0.3
15.	0.1	0.1	0.3
20.	0.1	0.1	0.3
25.	0.1	0.1	0.2
30.	0.1	0.1	0.2
35.	0.1	0.1	0.2
40.	0.1	0.1	0.2
45.	0.1	0.1	0.2
50.	0.1	0.1	0.2
55.	0.1	0.1	0.2
60.	0.1	0.1	0.2
65.	0.0	0.1	0.2
70.	0.0	0.1	0.2
75.	0.0	0.1	0.3
80.	0.0	0.0	0.5
85.	0.0	0.0	0.5
90.	0.0	0.0	0.5
95.	0.0	0.0	0.5
100.	0.1	0.0	0.5
105.	0.1	0.0	0.5
110.	0.1	0.0	0.5
115.	0.2	0.0	0.5
120.	0.3	0.1	0.5
125.	0.3	0.1	0.4
130.	0.3	0.1	0.3
135.	0.3	0.1	0.3
140.	0.3	0.1	0.1
145.	0.3	0.0	0.1
150.	0.3	0.0	0.0
155.	0.3	0.0	0.0
160.	0.3	0.0	0.0
165.	0.3	0.0	0.0
170.	0.3	0.0	0.0
175.	0.3	0.0	0.0
180.	0.2	0.0	0.0
185.	0.1	0.0	0.0
190.	0.1	0.1	0.0
195.	0.2	0.1	0.0
200.	0.4	0.1	0.0
205.	0.4	0.0	0.0

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43
210.	0.4	0.0	0.0
215.	0.4	0.0	0.0
220.	0.4	0.1	0.0
225.	0.4	0.2	0.0
230.	0.4	0.2	0.0
235.	0.4	0.2	0.1
240.	0.3	0.2	0.1
245.	0.2	0.2	0.0
250.	0.2	0.1	0.0
255.	0.2	0.1	0.0
260.	0.1	0.0	0.0
265.	0.0	0.0	0.0
270.	0.0	0.0	0.0
275.	0.0	0.0	0.0
280.	0.0	0.0	0.0
285.	0.0	0.0	0.0
290.	0.0	0.0	0.0
295.	0.0	0.0	0.0
300.	0.0	0.0	0.0
305.	0.0	0.0	0.1
310.	0.0	0.0	0.1
315.	0.0	0.0	0.2
320.	0.0	0.0	0.3
325.	0.1	0.0	0.4
330.	0.1	0.1	0.4
335.	0.1	0.1	0.4
340.	0.1	0.1	0.4
345.	0.1	0.1	0.3
350.	0.1	0.1	0.3
355.	0.1	0.1	0.3
360.	0.1	0.1	0.3
MAX	0.4	0.2	0.5
DEGR.	200	225	80

THE HIGHEST CONCENTRATION OF 1.40 PPM OCCURRED AT RECEPTOR REC18.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 8:43:59

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. INT3APPR1-EB	65.6	6.6	-183.7	-68.9	261.	253.	AG	1161.	4.6	0.0	40.0		
2. INT3APPR2-EB	-183.7	-68.9	-538.1	-167.3	368.	254.	AG	1851.	4.6	0.0	40.0		
3. INT3APPR3-EB	-538.1	-167.3	-994.1	-246.1	463.	260.	AG	1851.	4.6	0.0	29.9		
4. INT3DEP1-EB	65.6	6.6	105.0	16.4	41.	76.	AG	1334.	4.6	0.0	40.0		
5. INT3DEP2-EB	105.0	16.4	748.0	216.5	673.	73.	AG	1351.	4.6	0.0	40.0		
6. INT3QMAIN1-EB	-23.0	-23.0	-141.9	-56.9	124.	254.	AG	117.	100.0	0.0	20.0	0.66	6.3
7. INT3QMAIN2-EB	-183.7	-68.9	-10003.0	-2796.5	*****	254.	AG	59.	100.0	0.0	9.8	2.11	517.7
8. INT3QMAIN3-EB	-538.1	-167.3	-10580.6	-1901.3	*****	260.	AG	59.	100.0	0.0	9.8	2.11	517.7
9. INT3QRIGHT-EB	-45.9	-36.1	-83.6	-47.8	39.	253.	AG	59.	100.0	0.0	13.1	0.21	2.0
10. INT3RIGHTDEP1-EB	-45.9	-36.1	19.7	-49.2	67.	101.	AG	57.	4.6	0.0	33.1		
11. INT3RIGHTDEP2-EB	-45.9	-36.1	124.7	-68.9	174.	101.	AG	128.	4.6	0.0	33.1		
12. INT3QLEFT-EB	-32.8	-9.8	-111.4	-36.0	83.	252.	AG	45.	100.0	0.0	11.2	0.49	4.2
13. INT3LEFTDEP-EB	-32.8	-9.8	-26.2	49.2	59.	6.	AG	505.	4.6	0.0	30.8		
14. INT3APPR1-WB	-32.8	6.6	728.3	246.1	798.	73.	AG	1328.	4.6	0.0	42.0		
15. INT3DEP1-WB	-32.8	6.6	-111.5	-19.7	83.	252.	AG	1541.	4.6	0.0	42.0		
16. INT3DEP2-WB	-111.5	-19.7	-534.8	-144.4	441.	254.	AG	1942.	4.6	0.0	42.0		
17. INT3DEP3-WB	-534.8	-144.4	-1017.1	-229.7	490.	260.	AG	1942.	4.6	0.0	30.8		
18. INT3QMAIN1-WB	59.1	32.8	318.0	115.3	272.	72.	AG	153.	100.0	0.0	22.0	0.99	13.8
19. INT3QLEFT-WB	59.1	19.7	85.0	27.6	27.	73.	AG	69.	100.0	0.0	9.8	0.14	1.4
20. INT3LEFTDEP-WB	59.1	19.7	19.7	-49.2	79.	210.	AG	108.	4.6	0.0	29.9		
21. INT3RIGHTAPP1-WB	692.3	246.1	105.0	68.9	613.	253.	AG	54.	4.6	0.0	30.8		
22. INT3RIGHTAPP2-WB	105.0	68.9	36.1	65.6	69.	267.	AG	54.	4.6	0.0	30.8		
23. INT3RIGHTDEP1-WB	36.1	65.6	-16.4	82.0	55.	287.	AG	54.	4.6	0.0	30.8		
24. INT3RIGHTDEP2-WB	-16.4	82.0	-91.9	144.4	98.	310.	AG	54.	4.6	0.0	30.8		
25. INT3APPR1-NB	3.3	0.0	42.7	-36.1	53.	133.	AG	175.	4.6	0.0	29.9		
26. INT3APPR2-NB	42.7	-36.1	167.3	-223.1	225.	146.	AG	427.	4.6	0.0	29.9		
27. INT3APPR3-NB	167.3	-223.1	620.1	-849.7	773.	144.	AG	427.	4.6	0.0	29.9		
28. INT3DEP1-NB	3.3	0.0	-26.2	45.9	55.	327.	AG	680.	4.6	0.0	29.9		
29. INT3DEP2-NB	-59.1	45.9	-91.9	144.4	104.	342.	AG	734.	4.6	0.0	29.9		
30. INT3DEP3-NB	-91.9	144.4	-301.8	390.4	323.	320.	AG	734.	4.6	0.0	29.9		
31. INT3QMAIN1-NB	42.7	-36.1	1003.2	-1477.0	1732.	146.	AG	107.	100.0	0.0	9.8	1.52	88.0
32. INT3QMAIN2-NB	167.3	-223.1	1181.5	-1626.8	1732.	144.	AG	107.	100.0	0.0	9.8	1.52	88.0
33. INT3QRIGHT-NB	49.2	-32.8	49.2	-32.8	0.	151.	AG	0.	100.0	0.0	9.8	0.06	0.0
34. INT3RIGHTDEP1-NB	49.2	-32.8	65.6	6.6	43.	23.	AG	90.	4.6	0.0	29.9		
35. INT3RIGHTDEP2-NB	88.6	-105.0	137.8	-55.8	70.	45.	AG	50.	4.6	0.0	34.1		
36. INT3QLEFT-NB	32.8	-39.4	54.9	-72.5	40.	146.	AG	96.	100.0	0.0	9.8	0.27	2.0
37. INT3LEFTDEP-NB	32.8	-39.4	-32.8	6.6	80.	305.	AG	112.	4.6	0.0	29.9		
38. INT3APPR1-SB	19.7	-49.2	-39.4	29.5	98.	323.	AG	164.	4.6	0.0	32.2		
39. INT3APPR2-SB	-39.4	29.5	-147.6	170.6	178.	322.	AG	164.	4.6	0.0	32.2		
40. INT3APPR3-SB	-147.6	170.6	-321.5	367.5	263.	319.	AG	714.	4.6	0.0	32.2		
41. INT3DEP1-SB	19.7	-49.2	59.1	-98.4	63.	141.	AG	390.	4.6	0.0	32.2		
42. INT3DEP2-SB	59.1	-98.4	249.3	-360.9	324.	144.	AG	424.	4.6	0.0	32.2		
43. INT3DEP3-SB	249.3	-360.9	607.0	-859.6	614.	144.	AG	424.	4.6	0.0	32.2		
44. INT3QMAIN1-SB	-39.4	29.5	-88.5	93.6	81.	322.	AG	113.	100.0	0.0	12.1	0.78	4.1

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 8:43:59

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. INT3QMAIN2-SB	*	-147.6	170.6	-3790.0	4294.1	*	5502.	319.	AG	113.	100.0	0.0	12.1	3.40	279.5
46. INT3RIGHTAPPR1-SB	*	-216.5	236.2	-95.1	85.3	*	194.	141.	AG	401.	4.6	0.0	33.1		
47. INT3RIGHTAPPR2-SB	*	-95.1	85.3	-88.6	45.9	*	40.	171.	AG	401.	4.6	0.0	33.1		
48. INT3RIGHTDEP-SB	*	-88.6	45.9	-111.5	-19.7	*	70.	199.	AG	401.	4.6	0.0	33.1		
49. INT3QLEFT1-SB	*	-32.8	42.7	-53.2	68.8	*	33.	322.	AG	101.	100.0	0.0	9.8	0.25	1.7
50. INT3QLEFT2-SB	*	-114.8	147.6	-136.6	172.7	*	33.	319.	AG	101.	100.0	0.0	9.8	0.25	1.7
51. INT3LEFTDEP1-SB	*	-32.8	42.7	6.6	16.4	*	47.	124.	AG	88.	4.6	0.0	29.9		
52. INT3LEFTDEP2-SB	*	6.6	16.4	65.6	6.6	*	60.	99.	AG	88.	4.6	0.0	29.9		
53. INT3APPR1-NWB	*	42.7	-36.1	78.7	-55.8	*	41.	119.	AG	72.	4.6	0.0	29.9		
54. INT3APPR2-NWB	*	78.7	-55.8	137.8	-55.8	*	59.	90.	AG	208.	4.6	0.0	29.9		
55. INT3APPR3-NWB	*	137.8	-55.8	452.8	-65.6	*	315.	92.	AG	225.	4.6	0.0	29.9		
56. INT3APPR4-NWB	*	452.8	-65.6	1066.3	-193.6	*	627.	102.	AG	225.	4.6	0.0	29.9		
57. INT3RIGHTAPPR-SB	*	137.8	-55.8	98.4	-29.5	*	47.	304.	AG	18.	4.6	0.0	37.1		
58. INT3RIGHTDEP-SB	*	98.4	-29.5	105.0	16.4	*	46.	8.	AG	18.	4.6	0.0	37.1		
59. INT3QLEFT-SB	*	78.7	-55.8	44.9	-43.7	*	36.	290.	AG	96.	100.0	0.0	9.8	0.24	1.8
60. INT3LEFTDEP-SB	*	78.7	-55.8	59.1	-98.4	*	47.	205.	AG	34.	4.6	0.0	29.9		

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 8:43:59

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
6. INT3QMAIN1-EB	91	39	0.0	1161	1600	50.96	2	3
7. INT3QMAIN2-EB	91	39	0.0	1851	1600	50.96	2	3
8. INT3QMAIN3-EB	91	39	0.0	1851	1600	50.96	2	3
9. INT3QRIGHT-EB	91	39	0.0	185	1600	50.96	2	3
12. INT3QLEFT-EB	91	30	0.0	505	1600	50.96	1	3
18. INT3QMAIN1-WB	91	51	0.0	1328	1600	50.96	2	3
19. INT3QLEFT-WB	91	46	0.0	108	1600	50.96	1	3
31. INT3QMAIN1-NB	91	73	0.0	427	1600	49.89	1	3
32. INT3QMAIN2-NB	91	73	0.0	427	1600	49.89	1	3
33. INT3QRIGHT-NB	91	0	0.0	90	1600	49.89	1	3
36. INT3QLEFT-NB	91	65	0.0	112	1600	49.89	1	3
44. INT3QMAIN1-SB	91	77	0.0	164	1600	49.89	1	3
45. INT3QMAIN2-SB	91	77	0.0	714	1600	49.89	1	3
49. INT3QLEFT1-SB	91	69	0.0	88	1600	49.89	1	3
50. INT3QLEFT2-SB	91	69	0.0	88	1600	49.89	1	3
59. INT3QLEFT-SB	91	65	0.0	101	1600	49.89	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9
17. R17-SDWK17	-45.9	-52.5	5.9
18. R18-SDWK18	-180.4	-85.3	5.9
19. R19-SDWK19	-275.6	-52.5	5.9
20. R20-SDWK20	-124.7	-6.6	5.9
21. R21-SDWK21	-105.0	45.9	5.9
22. R22-SDWK22	-111.5	78.7	5.9
23. R23-SDWK23	-223.1	216.5	5.9
24. R24	-114.8	469.2	5.9
25. R25	-49.2	380.6	5.9
26. R26	187.0	324.8	5.9
27. R27	210.0	229.7	5.9
28. R28	295.3	262.5	5.9
29. R29	324.8	16.4	5.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 8:43:59

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
30. R30	331.4	-16.4	5.9
31. R31	272.3	-111.5	5.9
32. R32	173.9	-111.5	5.9
33. R33	150.9	-144.4	5.9
34. R34	206.7	-242.8	5.9
35. R35	269.0	-328.1	5.9
36. R36	-370.7	-603.7	5.9
37. R37	-410.1	-410.1	5.9
38. R38	-554.5	-436.4	5.9
39. R39	-623.4	-68.9	5.9
40. R40	-498.7	-36.1	5.9
41. R41	-518.4	39.4	5.9
42. R42 S	-643.0	147.6	5.9
43. R43	-364.2	354.3	5.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.4	0.4	0.2	0.1	0.3	0.2	0.2	0.6	0.2	0.9	0.5	0.1	0.0
5.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.4	0.4	0.2	0.1	0.3	0.3	0.3	0.6	0.2	0.9	0.4	0.1	0.0
10.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.2	0.1	0.3	0.3	0.3	0.6	0.2	0.9	0.4	0.1	0.0
15.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.2	0.1	0.3	0.3	0.3	0.6	0.2	0.7	0.5	0.1	0.0
20.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.2	0.2	0.3	0.3	0.3	0.7	0.3	0.7	0.5	0.0	0.1
25.	* 0.0	0.0	0.0	0.0	0.0	0.4	0.7	0.5	0.4	0.2	0.2	0.3	0.3	0.3	0.7	0.3	0.6	0.4	0.1	0.2
30.	* 0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.5	0.4	0.2	0.1	0.3	0.3	0.3	0.6	0.4	0.6	0.4	0.1	0.2
35.	* 0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.4	0.2	0.1	0.3	0.3	0.3	0.6	0.5	0.5	0.5	0.1	0.2
40.	* 0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.4	0.2	0.1	0.3	0.3	0.2	0.6	0.7	0.6	0.6	0.1	0.2
45.	* 0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.5	0.3	0.1	0.0	0.3	0.3	0.2	0.5	0.7	0.7	0.6	0.1	0.2
50.	* 0.0	0.0	0.0	0.0	0.0	0.5	0.9	0.5	0.3	0.0	0.0	0.2	0.2	0.1	0.5	0.8	0.7	0.8	0.1	0.3
55.	* 0.0	0.0	0.0	0.0	0.0	0.6	0.9	0.5	0.3	0.0	0.0	0.2	0.2	0.1	0.4	0.8	0.8	0.9	0.2	0.3
60.	* 0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.4	0.2	0.0	0.0	0.2	0.1	0.0	0.3	0.7	0.8	1.0	0.3	0.5
65.	* 0.0	0.0	0.0	0.2	0.1	0.5	0.8	0.4	0.2	0.0	0.0	0.1	0.1	0.0	0.3	0.8	0.7	1.0	0.5	0.6
70.	* 0.0	0.0	0.2	0.2	0.1	0.5	0.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.4	0.8	0.6	0.7
75.	* 0.0	0.2	0.3	0.5	0.3	0.5	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.4	0.8	1.0	0.7
80.	* 0.0	0.3	0.4	0.5	0.3	0.3	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.4	0.5	0.9	1.0
85.	* 0.0	0.3	0.5	0.6	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.2	0.3	1.0	0.9
90.	* 0.0	0.4	0.6	0.7	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.2	0.2	0.8	1.0
95.	* 0.0	0.4	0.6	0.7	0.4	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2	0.2	0.8	0.9
100.	* 0.0	0.4	0.6	0.7	0.3	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.1	0.2	0.8	0.8
105.	* 0.1	0.4	0.6	0.7	0.3	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.1	0.1	0.9	0.9
110.	* 0.1	0.4	0.6	0.7	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.1	0.8	0.9
115.	* 0.1	0.4	0.6	0.7	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.1	0.1	0.8	1.0
120.	* 0.1	0.4	0.5	0.7	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.1	0.2	0.8	0.9
125.	* 0.1	0.2	0.5	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.2	0.2	0.8	1.0
130.	* 0.2	0.2	0.5	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.5	0.3	0.2	0.8	0.9
135.	* 0.2	0.3	0.3	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.3	0.7	0.5	0.3	0.2	0.8	0.9
140.	* 0.3	0.4	0.6	0.6	0.3	0.0	0.1	0.2	0.1	0.0	0.0	0.2	0.6	0.5	0.6	0.5	0.2	0.2	0.6	0.9
145.	* 0.3	0.4	0.6	0.8	0.3	0.0	0.2	0.2	0.2	0.0	0.0	0.2	0.7	0.8	0.5	0.3	0.2	0.0	0.6	0.9
150.	* 0.4	0.5	0.7	0.8	0.3	0.0	0.2	0.2	0.2	0.0	0.0	0.4	0.7	0.9	0.4	0.2	0.2	0.0	0.6	0.6
155.	* 0.3	0.5	0.7	0.8	0.3	0.0	0.2	0.3	0.2	0.0	0.1	0.4	0.9	0.9	0.2	0.2	0.0	0.0	0.6	0.5
160.	* 0.3	0.3	0.5	0.8	0.3	0.1	0.2	0.3	0.2	0.1	0.2	0.3	0.8	0.8	0.0	0.0	0.0	0.0	0.6	0.6
165.	* 0.3	0.3	0.5	0.8	0.4	0.2	0.2	0.3	0.2	0.2	0.2	0.3	0.7	0.7	0.0	0.0	0.0	0.0	0.6	0.6
170.	* 0.3	0.3	0.4	0.7	0.5	0.2	0.2	0.3	0.2	0.2	0.2	0.3	0.6	0.7	0.0	0.0	0.0	0.0	0.6	0.6
175.	* 0.4	0.2	0.3	0.7	0.5	0.2	0.1	0.1	0.2	0.2	0.2	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.6	0.6
180.	* 0.3	0.2	0.3	0.7	0.5	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.6	0.5	0.0	0.0	0.0	0.0	0.6	0.6
185.	* 0.5	0.3	0.2	0.7	0.4	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.5	0.5	0.0	0.0	0.0	0.0	0.6	0.6
190.	* 0.5	0.3	0.2	0.7	0.3	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.5	0.5	0.0	0.0	0.0	0.0	0.6	0.6
195.	* 0.5	0.4	0.2	0.7	0.3	0.0	0.1	0.1	0.1	0.2	0.2	0.1	0.5	0.5	0.0	0.0	0.0	0.0	0.6	0.5
200.	* 0.6	0.5	0.2	0.7	0.4	0.0	0.1	0.1	0.1	0.2	0.2	0.1	0.5	0.5	0.0	0.0	0.0	0.0	0.6	0.5
205.	* 0.6	0.5	0.3	0.7	0.4	0.0	0.1	0.1	0.1	0.1	0.2	0.1	0.5	0.5	0.0	0.0	0.0	0.0	0.6	0.5

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) * REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
210.	* 0.6	0.5	0.3	0.6	0.5	0.0	0.1	0.1	0.1	0.0	0.2	0.1	0.4	0.5	0.0	0.0	0.0	0.0	0.6	0.6
215.	* 0.5	0.6	0.3	0.5	0.5	0.0	0.1	0.1	0.1	0.0	0.2	0.1	0.4	0.4	0.0	0.0	0.0	0.0	0.7	0.6
220.	* 0.4	0.6	0.4	0.5	0.6	0.1	0.2	0.1	0.1	0.0	0.1	0.1	0.4	0.4	0.0	0.0	0.0	0.1	0.8	0.6
225.	* 0.4	0.6	0.4	0.6	0.6	0.1	0.2	0.2	0.1	0.0	0.0	0.1	0.4	0.4	0.0	0.0	0.0	0.1	0.9	0.8
230.	* 0.4	0.4	0.5	0.5	0.8	0.1	0.2	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.0	0.0	0.0	0.1	0.9	0.9
235.	* 0.4	0.5	0.5	0.6	0.8	0.1	0.2	0.3	0.1	0.0	0.1	0.1	0.4	0.4	0.0	0.0	0.0	0.1	0.9	0.8
240.	* 0.4	0.5	0.6	0.5	0.8	0.2	0.3	0.3	0.1	0.1	0.1	0.1	0.4	0.4	0.0	0.0	0.0	0.3	0.8	0.9
245.	* 0.4	0.5	0.4	0.6	0.6	0.4	0.4	0.3	0.1	0.1	0.0	0.1	0.4	0.4	0.0	0.0	0.3	0.4	1.3	0.9
250.	* 0.4	0.4	0.5	0.4	0.6	0.6	0.7	0.6	0.2	0.1	0.0	0.1	0.4	0.4	0.0	0.2	0.5	0.7	1.1	1.0
255.	* 0.4	0.5	0.5	0.4	0.4	0.8	0.7	0.7	0.3	0.1	0.0	0.2	0.5	0.5	0.0	0.4	0.6	1.1	1.0	0.9
260.	* 0.4	0.2	0.2	0.2	0.2	0.8	1.0	0.6	0.8	0.2	0.1	0.5	0.6	0.6	0.1	0.4	0.9	1.2	0.9	0.7
265.	* 0.4	0.2	0.1	0.1	0.2	0.9	0.8	0.5	0.7	0.1	0.0	0.4	0.8	0.7	0.2	0.6	1.0	1.1	0.5	0.3
270.	* 0.4	0.2	0.1	0.0	0.0	0.9	0.7	0.3	0.4	0.1	0.0	0.5	0.7	0.8	0.2	0.5	1.0	1.0	0.2	0.2
275.	* 0.4	0.1	0.1	0.0	0.0	0.8	0.5	0.4	0.3	0.0	0.0	0.4	0.6	0.7	0.2	0.4	0.9	1.0	0.2	0.2
280.	* 0.4	0.1	0.0	0.0	0.0	0.8	0.7	0.2	0.2	0.1	0.0	0.4	0.6	0.7	0.2	0.4	0.9	0.9	0.1	0.1
285.	* 0.5	0.1	0.0	0.0	0.1	0.8	0.8	0.3	0.2	0.2	0.0	0.6	0.7	0.6	0.2	0.5	1.0	0.9	0.1	0.1
290.	* 0.5	0.1	0.1	0.1	0.1	0.9	0.7	0.3	0.2	0.3	0.1	0.4	0.7	0.7	0.1	0.5	1.1	0.9	0.1	0.1
295.	* 0.5	0.1	0.1	0.1	0.1	0.8	0.7	0.3	0.2	0.4	0.1	0.3	0.6	0.5	0.1	0.5	1.1	0.7	0.1	0.1
300.	* 0.6	0.2	0.1	0.1	0.1	0.7	0.8	0.5	0.4	0.4	0.3	0.3	0.7	0.7	0.2	0.4	1.1	0.7	0.1	0.0
305.	* 0.6	0.3	0.2	0.1	0.1	0.6	0.6	0.4	0.4	0.4	0.4	0.3	0.8	0.6	0.1	0.4	1.0	0.7	0.0	0.0
310.	* 0.5	0.3	0.2	0.1	0.1	0.5	0.8	0.4	0.4	0.4	0.3	0.3	0.8	0.5	0.2	0.4	1.0	0.6	0.0	0.0
315.	* 0.5	0.3	0.2	0.1	0.1	0.5	0.8	0.4	0.4	0.4	0.3	0.2	0.8	0.5	0.2	0.4	1.0	0.6	0.0	0.1
320.	* 0.3	0.3	0.1	0.1	0.0	0.4	0.8	0.5	0.5	0.3	0.3	0.2	0.8	0.5	0.2	0.6	1.1	0.6	0.1	0.1
325.	* 0.2	0.1	0.1	0.1	0.0	0.3	0.7	0.5	0.5	0.3	0.2	0.3	0.7	0.4	0.2	0.6	1.1	0.6	0.1	0.2
330.	* 0.2	0.1	0.0	0.0	0.0	0.3	0.6	0.4	0.4	0.3	0.2	0.2	0.5	0.3	0.3	0.4	1.0	0.6	0.1	0.2
335.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.2	0.2	0.2	0.2	0.2	0.3	0.4	1.0	0.6	0.1	0.2
340.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.2	0.1	0.2	0.2	0.3	0.2	0.3	1.0	0.7	0.1	0.1
345.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.5	0.4	0.2	0.1	0.2	0.2	0.2	0.3	0.2	0.9	0.7	0.1	0.1
350.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.4	0.4	0.2	0.1	0.3	0.2	0.2	0.6	0.2	0.9	0.6	0.1	0.1
355.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.4	0.4	0.2	0.1	0.3	0.2	0.2	0.6	0.2	0.9	0.6	0.1	0.1
360.	* 0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.4	0.4	0.2	0.1	0.3	0.2	0.2	0.6	0.2	0.9	0.5	0.1	0.0
MAX	* 0.6	0.6	0.7	0.8	0.8	0.9	1.0	0.7	0.8	0.4	0.4	0.6	0.9	0.9	0.7	0.8	1.1	1.2	1.3	1.0
DEGR.	* 200	215	150	145	230	265	260	255	260	295	305	285	155	150	20	50	290	260	245	80

WIND ANGLE (DEGR)	* REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40	REC41	REC42	REC43
210.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
215.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
220.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
225.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
230.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
235.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
240.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
245.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
250.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
255.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
260.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
265.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
270.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
275.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
280.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
285.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
290.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
295.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
300.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
305.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
310.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
315.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
320.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
325.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
330.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
335.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
340.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
345.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
350.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
355.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
360.	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
MAX	* 0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
DEGR.	* 200	215	150	145	230	265	260	255	260	295	305	285	155	150	20	50	290	260	245	80	200	215	150

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) * REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	* 0.0	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.3	0.3	0.3	0.1	0.1	0.0	0.2	0.0	0.0	0.1
5.	* 0.1	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.3	0.1	0.0	0.0	0.2	0.0	0.0	0.0
10.	* 0.3	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.3	0.1	0.0	0.0	0.2	0.0	0.0	0.0
15.	* 0.3	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.1	0.0	0.0	0.2	0.2	0.0	0.0
20.	* 0.3	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.0	0.0
25.	* 0.3	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.1	0.2	0.0	0.0
30.	* 0.3	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.1	0.2	0.0	0.0
35.	* 0.3	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.0	0.2	0.0	0.0
40.	* 0.4	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0
45.	* 0.4	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50.	* 0.4	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
55.	* 0.4	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60.	* 0.4	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65.	* 0.5	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70.	* 0.7	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
75.	* 0.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.	* 0.7	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
85.	* 0.8	0.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
90.	* 0.8	0.7	0.6	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
95.	* 0.5	0.8	0.6	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
100.	* 0.3	0.8	0.7	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2
105.	* 0.4	0.7	0.8	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2
110.	* 0.5	0.7	0.6	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2
115.	* 0.6	0.6	0.6	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
120.	* 0.5	0.8	0.5	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
125.	* 0.5	0.6	0.3	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
130.	* 0.6	0.6	0.4	0.0	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.3	0.2
135.	* 0.6	0.6	0.4	0.0	0.1	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.2	0.3	0.2	0.0	0.0	0.0	0.2	0.2
140.	* 0.6	0.7	0.3	0.1	0.1	0.0	0.3	0.2	0.0	0.0	0.0	0.2	0.3	0.5	0.5	0.0	0.0	0.0	0.3	0.2
145.	* 0.6	0.6	0.3	0.1	0.1	0.0	0.3	0.2	0.0	0.0	0.1	0.2	0.4	0.7	0.6	0.0	0.0	0.0	0.2	0.2
150.	* 0.6	0.6	0.1	0.2	0.3	0.1	0.3	0.2	0.0	0.0	0.2	0.3	0.6	0.8	0.9	0.0	0.0	0.0	0.2	0.2
155.	* 0.4	0.3	0.0	0.2	0.3	0.1	0.4	0.2	0.1	0.1	0.2	0.4	0.6	0.9	0.9	0.0	0.0	0.0	0.2	0.2
160.	* 0.4	0.3	0.0	0.1	0.1	0.3	0.5	0.2	0.2	0.2	0.2	0.4	0.5	0.9	0.9	0.0	0.0	0.0	0.2	0.2
165.	* 0.4	0.3	0.1	0.0	0.1	0.3	0.5	0.3	0.2	0.2	0.2	0.4	0.5	0.7	0.8	0.0	0.0	0.0	0.2	0.2
170.	* 0.4	0.3	0.1	0.0	0.0	0.3	0.5	0.5	0.2	0.2	0.2	0.3	0.4	0.8	0.8	0.0	0.0	0.0	0.2	0.2
175.	* 0.4	0.3	0.1	0.0	0.0	0.2	0.5	0.5	0.2	0.2	0.2	0.3	0.3	0.8	0.8	0.0	0.0	0.0	0.2	0.2
180.	* 0.5	0.4	0.1	0.0	0.0	0.2	0.4	0.4	0.2	0.2	0.2	0.2	0.4	0.8	0.8	0.0	0.0	0.0	0.2	0.2
185.	* 0.5	0.3	0.1	0.0	0.0	0.2	0.4	0.3	0.2	0.2	0.2	0.2	0.3	0.8	0.6	0.0	0.0	0.0	0.2	0.2
190.	* 0.5	0.3	0.2	0.0	0.0	0.1	0.4	0.3	0.2	0.2	0.2	0.1	0.3	0.8	0.6	0.0	0.0	0.0	0.2	0.2
195.	* 0.4	0.3	0.2	0.1	0.0	0.1	0.4	0.3	0.2	0.2	0.2	0.1	0.3	0.7	0.5	0.0	0.0	0.0	0.2	0.2
200.	* 0.4	0.1	0.2	0.1	0.0	0.1	0.2	0.3	0.1	0.2	0.2	0.1	0.3	0.6	0.5	0.0	0.0	0.0	0.2	0.3
205.	* 0.4	0.2	0.2	0.1	0.0	0.0	0.2	0.3	0.1	0.1	0.2	0.1	0.3	0.5	0.5	0.0	0.0	0.0	0.3	0.3

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	0.4	0.2	0.2	0.1	0.0	0.0	0.2	0.2	0.1	0.1	0.2	0.1	0.3	0.5	0.5	0.0	0.0	0.0	0.4	0.3
215.	0.3	0.2	0.1	0.1	0.1	0.0	0.2	0.2	0.1	0.1	0.2	0.1	0.3	0.5	0.5	0.0	0.0	0.0	0.4	0.3
220.	0.3	0.2	0.0	0.1	0.1	0.0	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.5	0.5	0.0	0.0	0.0	0.4	0.4
225.	0.4	0.4	0.0	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.1	0.1	0.2	0.5	0.5	0.0	0.0	0.0	0.4	0.4
230.	0.4	0.3	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.3	0.5	0.5	0.0	0.0	0.0	0.4	0.4
235.	0.4	0.3	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.3	0.5	0.5	0.0	0.0	0.0	0.4	0.4
240.	0.4	0.3	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.3	0.5	0.5	0.0	0.0	0.0	0.4	0.4
245.	0.4	0.3	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.3	0.5	0.5	0.0	0.0	0.0	0.4	0.4
250.	0.4	0.3	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.3	0.5	0.5	0.0	0.0	0.0	0.3	0.4
255.	0.3	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.4	0.5	0.5	0.0	0.0	0.0	0.3	0.3
260.	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.2	0.1	0.2	0.2	0.4	0.5	0.5	0.0	0.0	0.0	0.1	0.1
265.	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.1	0.2	0.3	0.5	0.6	0.6	0.0	0.0	0.0	0.0	0.0
270.	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.3	0.0	0.2	0.4	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0
275.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.3	0.2	0.2	0.2	0.5	0.6	0.7	0.0	0.0	0.0	0.0	0.0
280.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.3	0.1	0.3	0.4	0.7	0.7	0.0	0.0	0.0	0.0	0.0
285.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.3	0.0	0.4	0.4	0.8	0.7	0.0	0.0	0.0	0.0	0.0
290.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.3	0.0	0.3	0.5	0.8	0.7	0.0	0.0	0.0	0.0	0.0
295.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.4	0.0	0.2	0.4	0.7	0.8	0.0	0.2	0.0	0.0	0.0
300.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.1	0.2	0.5	0.5	0.8	0.0	0.2	0.0	0.0	0.0
305.	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.2	0.2	0.5	0.6	0.8	0.0	0.2	0.2	0.0	0.0
310.	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.3	0.1	0.4	0.6	0.9	0.0	0.2	0.2	0.0	0.0
315.	0.2	0.3	0.3	0.1	0.1	0.1	0.1	0.0	0.5	0.4	0.3	0.2	0.3	0.5	0.7	0.0	0.2	0.2	0.0	0.0
320.	0.2	0.4	0.4	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.2	0.4	0.6	0.0	0.1	0.2	0.0	0.0
325.	0.2	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.2	0.3	0.2	0.3	0.4	0.0	0.0	0.2	0.0	0.1
330.	0.2	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.3	0.2	0.2	0.2	0.3	0.0	0.0	0.2	0.1	0.1
335.	0.3	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.3	0.2	0.2	0.2	0.1	0.0	0.1	0.2	0.1	0.1
340.	0.3	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.3	0.2	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.1
345.	0.3	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.2	0.1	0.1	0.0	0.1	0.2	0.1	0.1
350.	0.3	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.2	0.1	0.1	0.0	0.2	0.0	0.0	0.1
355.	0.0	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.2	0.1	0.1	0.0	0.2	0.0	0.0	0.1
360.	0.0	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.3	0.3	0.3	0.1	0.1	0.0	0.2	0.0	0.0	0.1
MAX	0.8	0.8	0.8	0.2	0.3	0.3	0.5	0.5	0.5	0.5	0.4	0.4	0.6	0.9	0.9	0.0	0.2	0.2	0.4	0.4
DEGR.	75	95	105	150	150	160	160	170	295	300	320	155	150	155	310	0	0	15	210	220

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43
0.	0.1	0.1	0.2
5.	0.1	0.1	0.2
10.	0.1	0.0	0.2
15.	0.0	0.0	0.2
20.	0.0	0.0	0.2
25.	0.0	0.0	0.2
30.	0.0	0.0	0.2
35.	0.0	0.0	0.2
40.	0.0	0.0	0.2
45.	0.0	0.0	0.2
50.	0.0	0.0	0.2
55.	0.0	0.0	0.2
60.	0.0	0.0	0.2
65.	0.0	0.0	0.2
70.	0.0	0.0	0.2
75.	0.0	0.0	0.2
80.	0.0	0.0	0.2
85.	0.0	0.0	0.4
90.	0.0	0.0	0.4
95.	0.0	0.0	0.4
100.	0.1	0.0	0.4
105.	0.1	0.0	0.4
110.	0.1	0.0	0.4
115.	0.2	0.0	0.4
120.	0.2	0.1	0.4
125.	0.2	0.1	0.3
130.	0.2	0.1	0.3
135.	0.2	0.2	0.2
140.	0.2	0.1	0.3
145.	0.2	0.1	0.1
150.	0.2	0.0	0.0
155.	0.2	0.0	0.0
160.	0.2	0.0	0.0
165.	0.2	0.0	0.0
170.	0.2	0.0	0.0
175.	0.2	0.0	0.0
180.	0.1	0.1	0.0
185.	0.0	0.1	0.0
190.	0.0	0.1	0.0
195.	0.2	0.1	0.0
200.	0.2	0.1	0.0
205.	0.2	0.1	0.0

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43
210.	0.2	0.1	0.0
215.	0.2	0.0	0.0
220.	0.2	0.0	0.0
225.	0.2	0.0	0.0
230.	0.2	0.0	0.0
235.	0.3	0.0	0.0
240.	0.2	0.0	0.0
245.	0.2	0.0	0.0
250.	0.2	0.0	0.0
255.	0.1	0.0	0.0
260.	0.0	0.0	0.0
265.	0.0	0.0	0.0
270.	0.0	0.0	0.0
275.	0.0	0.0	0.0
280.	0.0	0.0	0.0
285.	0.0	0.0	0.0
290.	0.0	0.0	0.0
295.	0.0	0.0	0.0
300.	0.0	0.0	0.0
305.	0.0	0.0	0.1
310.	0.0	0.0	0.1
315.	0.0	0.0	0.2
320.	0.0	0.0	0.3
325.	0.1	0.1	0.3
330.	0.1	0.1	0.3
335.	0.1	0.1	0.3
340.	0.1	0.1	0.3
345.	0.1	0.1	0.2
350.	0.1	0.1	0.2
355.	0.1	0.1	0.2
360.	0.1	0.1	0.2
MAX	0.3	0.2	0.4
DEGR.	235	135	85

THE HIGHEST CONCENTRATION OF 1.30 PPM OCCURRED AT RECEPTOR REC19.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 9: 8:40

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. INT3APPR1-EB	65.6	6.6	-183.7	-68.9	261.	253.	AG	1656.	4.6	0.0	40.0		
2. INT3APPR2-EB	-183.7	-68.9	-538.1	-167.3	368.	254.	AG	2717.	4.6	0.0	40.0		
3. INT3APPR3-EB	-538.1	-167.3	-994.1	-246.1	463.	260.	AG	2717.	4.6	0.0	29.9		
4. INT3DEP1-EB	65.6	6.6	105.0	16.4	41.	76.	AG	1834.	4.6	0.0	40.0		
5. INT3DEP2-EB	105.0	16.4	748.0	216.5	673.	73.	AG	1852.	4.6	0.0	40.0		
6. INT3QMAIN1-EB	-23.0	-23.0	-258.0	-90.1	244.	254.	AG	105.	100.0	0.0	20.0	0.86	12.4
7. INT3QMAIN2-EB	-183.7	-68.9	-17910.5	-4993.0	*****	254.	AG	53.	100.0	0.0	9.8	2.83	934.6
8. INT3QMAIN3-EB	-538.1	-167.3	-18667.8	-3297.6	*****	260.	AG	53.	100.0	0.0	9.8	2.83	934.6
9. INT3QRIGHT-EB	-45.9	-36.1	-150.6	-68.6	110.	253.	AG	53.	100.0	0.0	13.1	0.39	5.6
10. INT3RIGHTDEP1-EB	-45.9	-36.1	19.7	-49.2	67.	101.	AG	156.	4.6	0.0	33.1		
11. INT3RIGHTDEP2-EB	-45.9	-36.1	124.7	-68.9	174.	101.	AG	215.	4.6	0.0	33.1		
12. INT3QLEFT-EB	-32.8	-9.8	-186.7	-61.1	162.	252.	AG	42.	100.0	0.0	11.2	0.64	8.2
13. INT3LEFTDEP-EB	-32.8	-9.8	-26.2	49.2	59.	6.	AG	690.	4.6	0.0	30.8		
14. INT3APPR1-WB	-32.8	6.6	728.3	246.1	798.	73.	AG	1744.	4.6	0.0	42.0		
15. INT3DEP1-WB	-32.8	6.6	-111.5	-19.7	83.	252.	AG	2113.	4.6	0.0	42.0		
16. INT3DEP2-WB	-111.5	-19.7	-534.8	-144.4	441.	254.	AG	2670.	4.6	0.0	42.0		
17. INT3DEP3-WB	-534.8	-144.4	-1017.1	-229.7	490.	260.	AG	2670.	4.6	0.0	30.8		
18. INT3QMAIN1-WB	59.1	32.8	2271.4	737.7	2322.	72.	AG	152.	100.0	0.0	22.0	1.27	118.0
19. INT3QLEFT-WB	59.1	19.7	99.2	31.9	42.	73.	AG	69.	100.0	0.0	9.8	0.14	2.1
20. INT3LEFTDEP-WB	59.1	19.7	19.7	-49.2	79.	210.	AG	108.	4.6	0.0	29.9		
21. INT3RIGHTAPP1-WB	692.3	246.1	105.0	68.9	613.	253.	AG	54.	4.6	0.0	30.8		
22. INT3RIGHTAPP2-WB	105.0	68.9	36.1	65.6	69.	267.	AG	54.	4.6	0.0	30.8		
23. INT3RIGHTDEP1-WB	36.1	65.6	-16.4	82.0	55.	287.	AG	54.	4.6	0.0	30.8		
24. INT3RIGHTDEP2-WB	-16.4	82.0	-91.9	144.4	98.	310.	AG	54.	4.6	0.0	30.8		
25. INT3APPR1-NB	3.3	0.0	42.7	-36.1	53.	133.	AG	175.	4.6	0.0	29.9		
26. INT3APPR2-NB	42.7	-36.1	167.3	-223.1	225.	146.	AG	510.	4.6	0.0	29.9		
27. INT3APPR3-NB	167.3	-223.1	620.1	-849.7	773.	144.	AG	510.	4.6	0.0	29.9		
28. INT3DEP1-NB	3.3	0.0	-26.2	45.9	55.	327.	AG	865.	4.6	0.0	29.9		
29. INT3DEP2-NB	-59.1	45.9	-91.9	144.4	104.	342.	AG	919.	4.6	0.0	29.9		
30. INT3DEP3-NB	-91.9	144.4	-301.8	390.4	323.	320.	AG	919.	4.6	0.0	29.9		
31. INT3QMAIN1-NB	42.7	-36.1	1395.5	-2065.3	2439.	146.	AG	106.	100.0	0.0	9.8	1.66	123.9
32. INT3QMAIN2-NB	167.3	-223.1	1595.6	-2199.9	2439.	144.	AG	106.	100.0	0.0	9.8	1.66	123.9
33. INT3QRIGHT-NB	49.2	-32.8	49.2	-32.8	0.	151.	AG	0.	100.0	0.0	9.8	0.06	0.0
34. INT3RIGHTDEP1-NB	49.2	-32.8	65.6	6.6	43.	23.	AG	90.	4.6	0.0	29.9		
35. INT3RIGHTDEP2-NB	88.6	-105.0	137.8	-55.8	70.	45.	AG	50.	4.6	0.0	34.1		
36. INT3QLEFT-NB	32.8	-39.4	91.4	-127.2	106.	146.	AG	95.	100.0	0.0	9.8	0.44	5.4
37. INT3LEFTDEP-NB	32.8	-39.4	-32.8	6.6	80.	305.	AG	195.	4.6	0.0	29.9		
38. INT3APPR1-SB	19.7	-49.2	-39.4	29.5	98.	323.	AG	164.	4.6	0.0	32.2		
39. INT3APPR2-SB	-39.4	29.5	-147.6	170.6	178.	322.	AG	164.	4.6	0.0	32.2		
40. INT3APPR3-SB	-147.6	170.6	-321.5	367.5	263.	319.	AG	870.	4.6	0.0	32.2		
41. INT3DEP1-SB	19.7	-49.2	59.1	-98.4	63.	141.	AG	489.	4.6	0.0	32.2		
42. INT3DEP2-SB	59.1	-98.4	249.3	-360.9	324.	144.	AG	523.	4.6	0.0	32.2		
43. INT3DEP3-SB	249.3	-360.9	607.0	-859.6	614.	144.	AG	523.	4.6	0.0	32.2		
44. INT3QMAIN1-SB	-39.4	29.5	-169.5	199.0	214.	322.	AG	119.	100.0	0.0	12.1	1.02	10.9

DATE : 2/21/ 7
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LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45.	INT3QMAIN2-SB	*	-147.6	170.6	-5386.2	6101.1	*	7913.	319.	AG	119.	100.0	0.0	12.1	5.44	402.0
46.	INT3RIGHTAPPR1-SB	*	-216.5	236.2	-95.1	85.3	*	194.	141.	AG	557.	4.6	0.0	33.1		
47.	INT3RIGHTAPPR2-SB	*	-95.1	85.3	-88.6	45.9	*	40.	171.	AG	557.	4.6	0.0	33.1		
48.	INT3RIGHTDEP-SB	*	-88.6	45.9	-111.5	-19.7	*	70.	199.	AG	557.	4.6	0.0	33.1		
49.	INT3QLEFT1-SB	*	-32.8	42.7	-67.2	86.6	*	56.	322.	AG	111.	100.0	0.0	9.8	0.35	2.8
50.	INT3QLEFT2-SB	*	-114.8	147.6	-151.5	189.7	*	56.	319.	AG	111.	100.0	0.0	9.8	0.35	2.8
51.	INT3LEFTDEP1-SB	*	-32.8	42.7	6.6	16.4	*	47.	124.	AG	88.	4.6	0.0	29.9		
52.	INT3LEFTDEP2-SB	*	6.6	16.4	65.6	6.6	*	60.	99.	AG	88.	4.6	0.0	29.9		
53.	INT3APPR1-NWB	*	42.7	-36.1	78.7	-55.8	*	41.	119.	AG	72.	4.6	0.0	29.9		
54.	INT3APPR2-NWB	*	78.7	-55.8	137.8	-55.8	*	59.	90.	AG	280.	4.6	0.0	29.9		
55.	INT3APPR3-NWB	*	137.8	-55.8	452.8	-65.6	*	315.	92.	AG	298.	4.6	0.0	29.9		
56.	INT3APPR4-NWB	*	452.8	-65.6	1066.3	-193.6	*	627.	102.	AG	298.	4.6	0.0	29.9		
57.	INT3RIGHTAPPR-SB	*	137.8	-55.8	98.4	-29.5	*	47.	304.	AG	18.	4.6	0.0	37.1		
58.	INT3RIGHTDEP-SB	*	98.4	-29.5	105.0	16.4	*	46.	8.	AG	18.	4.6	0.0	37.1		
59.	INT3QLEFT-SB	*	78.7	-55.8	-10.0	-24.1	*	94.	290.	AG	95.	100.0	0.0	9.8	0.39	4.8
60.	INT3LEFTDEP-SB	*	78.7	-55.8	59.1	-98.4	*	47.	205.	AG	34.	4.6	0.0	29.9		

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
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ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
6. INT3QMAIN1-EB	140	54	0.0	1656	1600	50.96	2	3
7. INT3QMAIN2-EB	140	54	0.0	2717	1600	50.96	2	3
8. INT3QMAIN3-EB	140	54	0.0	2717	1600	50.96	2	3
9. INT3QRIGHT-EB	140	54	0.0	371	1600	50.96	2	3
12. INT3QLEFT-EB	140	43	0.0	690	1600	50.96	1	3
18. INT3QMAIN1-WB	140	78	0.0	1744	1600	50.96	2	3
19. INT3QLEFT-WB	140	71	0.0	108	1600	50.96	1	3
31. INT3QMAIN1-NB	140	111	0.0	510	1600	49.89	1	3
32. INT3QMAIN2-NB	140	111	0.0	510	1600	49.89	1	3
33. INT3QRIGHT-NB	140	0	0.0	90	1600	49.89	1	3
36. INT3QLEFT-NB	140	99	0.0	195	1600	49.89	1	3
44. INT3QMAIN1-SB	140	124	0.0	164	1600	49.89	1	3
45. INT3QMAIN2-SB	140	124	0.0	870	1600	49.89	1	3
49. INT3QLEFT1-SB	140	116	0.0	88	1600	49.89	1	3
50. INT3QLEFT2-SB	140	116	0.0	88	1600	49.89	1	3
59. INT3QLEFT-SB	140	99	0.0	174	1600	49.89	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9
17. R17-SDWK17	-45.9	-52.5	5.9
18. R18-SDWK18	-180.4	-85.3	5.9
19. R19-SDWK19	-275.6	-52.5	5.9
20. R20-SDWK20	-124.7	-6.6	5.9
21. R21-SDWK21	-105.0	45.9	5.9
22. R22-SDWK22	-111.5	78.7	5.9
23. R23-SDWK23	-223.1	216.5	5.9
24. R24	-114.8	469.2	5.9
25. R25	-49.2	380.6	5.9
26. R26	187.0	324.8	5.9
27. R27	210.0	229.7	5.9
28. R28	295.3	262.5	5.9
29. R29	324.8	16.4	5.9

DATE : 2/21/ 7
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
30. R30	331.4	-16.4	5.9
31. R31	272.3	-111.5	5.9
32. R32	173.9	-111.5	5.9
33. R33	150.9	-144.4	5.9
34. R34	206.7	-242.8	5.9
35. R35	269.0	-328.1	5.9
36. R36	-370.7	-603.7	5.9
37. R37	-410.1	-410.1	5.9
38. R38	-554.5	-436.4	5.9
39. R39	-623.4	-68.9	5.9
40. R40	-498.7	-36.1	5.9
41. R41	-518.4	39.4	5.9
42. R42 S	-643.0	147.6	5.9
43. R43	-364.2	354.3	5.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.7	0.5	1.1	1.1	0.1	0.1
5.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.7	0.5	1.2	1.1	0.1	0.1
10.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.8	0.5	0.9	1.1	0.1	0.1
15.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.7	0.5	0.8	1.1	0.2	0.2
20.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.5	0.3	0.3	0.4	0.3	0.3	0.7	0.5	0.9	1.2	0.2	0.3
25.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.6	0.5	0.3	0.3	0.4	0.3	0.3	0.7	0.5	0.8	1.2	0.1	0.3
30.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.7	0.5	0.3	0.3	0.4	0.4	0.3	0.7	0.7	0.7	1.3	0.1	0.3
35.	0.0	0.0	0.0	0.0	0.0	0.9	0.9	0.8	0.5	0.3	0.3	0.4	0.4	0.3	0.7	0.9	0.7	1.4	0.2	0.4
40.	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.8	0.5	0.3	0.3	0.4	0.4	0.3	0.7	1.2	0.8	1.4	0.2	0.3
45.	0.0	0.0	0.0	0.0	0.0	1.0	1.1	0.8	0.5	0.3	0.2	0.4	0.4	0.3	0.7	1.2	0.7	1.4	0.2	0.4
50.	0.0	0.0	0.0	0.0	0.0	1.1	1.1	0.8	0.5	0.3	0.1	0.4	0.4	0.3	0.7	1.2	0.9	1.6	0.3	0.4
55.	0.0	0.0	0.0	0.0	0.1	1.1	1.1	0.8	0.6	0.2	0.1	0.4	0.4	0.4	0.8	1.2	1.1	1.5	0.4	0.6
60.	0.0	0.0	0.1	0.2	0.2	1.2	1.2	0.8	0.6	0.1	0.1	0.5	0.4	0.2	0.6	1.1	1.0	1.6	0.6	0.7
65.	0.0	0.1	0.2	0.3	0.3	1.2	1.2	0.7	0.4	0.1	0.1	0.5	0.3	0.1	0.5	1.2	0.9	1.6	0.7	0.9
70.	0.0	0.3	0.4	0.6	0.6	1.0	1.2	0.6	0.4	0.1	0.1	0.3	0.1	0.1	0.5	0.9	1.0	1.3	1.2	1.0
75.	0.1	0.4	0.6	0.7	0.8	0.9	0.9	0.5	0.2	0.0	0.0	0.2	0.1	0.0	0.4	1.0	0.7	1.1	1.3	1.2
80.	0.1	0.5	0.7	0.9	0.9	0.6	0.7	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.9	0.7	0.9	1.5	1.2
85.	0.1	0.6	0.7	1.0	1.1	0.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.7	0.7	0.5	1.5	1.2
90.	0.1	0.6	0.8	1.0	1.1	0.2	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.7	0.4	0.3	1.2	1.2
95.	0.2	0.6	0.8	0.9	1.0	0.2	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.4	0.2	1.1	1.3
100.	0.3	0.6	0.7	0.9	1.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.3	0.2	1.2	1.1
105.	0.3	0.5	0.7	0.9	0.9	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.6	0.2	0.2	1.4	1.3
110.	0.3	0.5	0.6	0.9	0.9	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.6	0.2	0.1	1.4	1.3
115.	0.3	0.4	0.6	0.9	0.9	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.5	0.6	0.2	0.1	1.2	1.3
120.	0.3	0.4	0.6	0.8	0.9	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.6	0.2	0.2	1.3	1.3
125.	0.3	0.3	0.6	0.7	0.9	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.6	0.7	0.2	0.2	1.2	1.3
130.	0.3	0.2	0.7	0.7	0.8	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.2	0.7	0.7	0.3	0.2	1.2	1.3
135.	0.3	0.4	0.6	0.7	0.8	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.4	0.3	0.7	0.7	0.3	0.2	1.2	1.2
140.	0.4	0.5	0.8	0.7	0.8	0.0	0.2	0.2	0.3	0.1	0.0	0.2	0.6	0.6	0.7	0.7	0.2	0.2	1.0	1.2
145.	0.6	0.5	0.8	0.9	0.8	0.0	0.2	0.2	0.3	0.1	0.0	0.2	0.7	0.9	0.5	0.5	0.2	0.0	0.9	1.2
150.	0.7	0.5	0.9	0.8	0.8	0.0	0.2	0.2	0.2	0.0	0.0	0.4	0.8	0.9	0.4	0.2	0.2	0.0	0.9	1.1
155.	0.6	0.7	0.8	0.8	0.8	0.0	0.2	0.3	0.2	0.1	0.2	0.4	0.9	1.0	0.3	0.2	0.0	0.0	0.9	1.0
160.	0.5	0.6	0.8	0.8	0.9	0.2	0.3	0.3	0.3	0.2	0.2	0.4	0.8	0.9	0.1	0.0	0.0	0.0	0.9	0.9
165.	0.6	0.4	0.7	0.8	0.9	0.2	0.2	0.3	0.2	0.2	0.2	0.3	0.7	0.7	0.0	0.0	0.0	0.0	0.9	1.0
170.	0.8	0.4	0.7	0.7	1.0	0.2	0.2	0.3	0.2	0.2	0.2	0.3	0.6	0.7	0.0	0.0	0.0	0.0	0.8	1.0
175.	1.0	0.3	0.6	0.8	1.0	0.2	0.1	0.1	0.2	0.2	0.2	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.8	1.0
180.	1.0	0.3	0.6	0.8	1.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.6	0.5	0.0	0.0	0.0	0.0	0.8	1.0
185.	0.9	0.4	0.4	0.7	0.8	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.5	0.5	0.0	0.0	0.0	0.0	0.8	1.0
190.	0.9	0.6	0.4	0.9	0.8	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.5	0.5	0.0	0.0	0.0	0.0	0.8	1.0
195.	0.9	0.5	0.4	0.9	0.8	0.0	0.2	0.2	0.1	0.2	0.2	0.1	0.5	0.5	0.0	0.0	0.0	0.0	0.8	1.0
200.	0.8	0.7	0.3	1.1	0.9	0.0	0.2	0.2	0.1	0.2	0.2	0.1	0.5	0.5	0.0	0.0	0.0	0.0	0.8	1.0
205.	0.8	0.5	0.3	0.9	0.9	0.1	0.2	0.2	0.1	0.0	0.2	0.1	0.5	0.5	0.0	0.0	0.0	0.1	0.8	1.0

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
210.	0.7	0.5	0.4	0.9	0.9	0.1	0.2	0.2	0.1	0.0	0.2	0.1	0.5	0.5	0.0	0.0	0.0	0.1	0.9	1.1
215.	0.7	0.6	0.5	0.7	0.9	0.1	0.3	0.2	0.1	0.0	0.2	0.1	0.6	0.5	0.0	0.0	0.0	0.1	1.0	1.2
220.	0.7	0.7	0.4	0.6	0.9	0.1	0.3	0.2	0.2	0.1	0.1	0.1	0.6	0.5	0.0	0.0	0.0	0.1	1.1	1.1
225.	0.4	0.7	0.5	0.7	1.0	0.1	0.3	0.3	0.2	0.1	0.0	0.2	0.6	0.5	0.0	0.0	0.0	0.1	1.1	1.3
230.	0.5	0.8	0.6	0.6	1.0	0.1	0.4	0.3	0.2	0.1	0.0	0.2	0.6	0.5	0.0	0.0	0.0	0.1	1.2	1.3
235.	0.5	0.8	0.7	0.8	1.0	0.2	0.5	0.3	0.2	0.1	0.0	0.2	0.6	0.5	0.0	0.0	0.0	0.2	1.2	1.4
240.	0.4	0.7	0.8	0.7	0.8	0.3	0.5	0.3	0.2	0.1	0.0	0.2	0.7	0.5	0.0	0.0	0.2	0.4	1.4	1.3
245.	0.4	0.7	0.8	0.7	0.9	0.5	0.7	0.3	0.2	0.1	0.0	0.2	0.7	0.5	0.0	0.0	0.5	0.7	1.4	1.5
250.	0.4	0.7	0.6	0.7	0.8	0.9	1.0	0.8	0.5	0.1	0.0	0.2	0.7	0.5	0.0	0.3	0.7	1.2	1.3	1.5
255.	0.4	0.6	0.6	0.5	0.6	1.0	1.0	0.8	0.7	0.1	0.0	0.4	0.8	0.5	0.0	0.5	1.3	1.6	1.3	1.3
260.	0.4	0.3	0.3	0.2	0.2	1.0	1.2	0.8	0.9	0.2	0.1	0.6	1.1	0.6	0.1	0.8	1.4	1.8	1.1	1.1
265.	0.5	0.3	0.2	0.1	0.2	1.0	1.0	0.8	0.8	0.2	0.0	0.6	1.0	0.7	0.3	0.8	1.6	1.9	0.7	0.5
270.	0.5	0.3	0.2	0.1	0.0	1.0	0.9	0.7	0.6	0.2	0.1	0.6	1.1	0.8	0.3	0.8	1.6	1.8	0.3	0.3
275.	0.5	0.3	0.1	0.1	0.0	1.0	0.9	0.7	0.4	0.1	0.1	0.7	0.9	0.7	0.2	0.7	1.4	1.7	0.2	0.2
280.	0.5	0.3	0.1	0.1	0.0	0.9	0.9	0.7	0.6	0.2	0.0	0.6	1.0	0.8	0.2	0.8	1.4	1.6	0.2	0.1
285.	0.5	0.3	0.1	0.1	0.1	0.9	0.9	0.5	0.3	0.3	0.1	0.6	0.9	0.8	0.3	0.8	1.3	1.6	0.1	0.1
290.	0.5	0.4	0.2	0.2	0.1	1.0	0.9	0.4	0.3	0.3	0.3	0.6	0.9	0.9	0.3	0.8	1.3	1.4	0.1	0.1
295.	0.6	0.3	0.2	0.1	0.1	0.9	1.1	0.4	0.4	0.4	0.4	0.4	1.0	0.9	0.3	0.7	1.2	1.4	0.1	0.1
300.	0.6	0.4	0.3	0.1	0.1	0.9	1.1	0.6	0.6	0.4	0.5	0.5	1.0	0.9	0.3	0.6	1.1	1.2	0.1	0.1
305.	0.6	0.4	0.3	0.1	0.1	0.9	1.1	0.7	0.5	0.4	0.5	0.5	1.1	0.9	0.3	0.5	1.2	1.2	0.1	0.1
310.	0.6	0.4	0.3	0.2	0.1	0.9	1.1	0.7	0.5	0.4	0.4	0.5	1.0	0.9	0.3	0.6	1.2	1.1	0.1	0.2
315.	0.5	0.3	0.2	0.1	0.1	0.9	1.1	0.7	0.5	0.4	0.4	0.5	1.0	0.9	0.3	0.7	1.1	1.2	0.1	0.1
320.	0.4	0.3	0.1	0.1	0.0	0.8	1.0	0.7	0.5	0.4	0.4	0.3	1.0	1.0	0.4	0.7	1.1	1.2	0.1	0.2
325.	0.3	0.1	0.1	0.1	0.0	0.8	0.9	0.7	0.6	0.3	0.3	0.4	0.9	0.8	0.5	0.9	1.2	1.2	0.1	0.2
330.	0.2	0.1	0.0	0.0	0.0	0.8	0.7	0.6	0.4	0.3	0.3	0.4	0.6	0.5	0.7	0.7	1.2	1.1	0.1	0.2
335.	0.1	0.0	0.0	0.0	0.0	0.8	0.8	0.6	0.4	0.3	0.3	0.3	0.5	0.3	0.7	0.7	1.1	1.2	0.1	0.2
340.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.4	0.3	0.3	0.4	0.2	0.3	0.7	0.5	1.2	1.2	0.1	0.1
345.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.4	0.3	0.3	0.3	0.2	0.2	0.8	0.5	1.1	1.1	0.1	0.2
350.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.4	0.3	0.3	0.3	0.3	0.2	0.8	0.4	1.2	1.2	0.1	0.2
355.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.5	0.3	0.3	0.3	0.2	0.3	0.7	0.5	1.1	1.2	0.1	0.2
360.	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.7	0.5	1.1	1.1	0.1	0.1
MAX	1.0	0.8	0.9	1.1	1.1	1.2	1.2	0.8	0.9	0.4	0.5	0.7	1.1	1.0	0.8	1.2	1.6	1.9	1.5	1.5
DEGR.	175	230	150	200	85	60	260	250	260	295	300	275	260	320	10	50	270	265	85	245

WIND ANGLE (DEGR)	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40	REC41	REC42	REC43
210.	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
215.	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
220.	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
225.	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
230.	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
235.	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
240.	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
245.	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
250.	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
255.	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
260.	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
265.	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
270.	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
275.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
280.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
285.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
290.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
295.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
300.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
305.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
310.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
315.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
320.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
325.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
330.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
335.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
340.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
345.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
350.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
355.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
360.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
MAX	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
DEGR.	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) * REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	* 0.4	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.3	0.3	0.1	0.2	0.2	0.0	0.0	0.1
5.	* 0.4	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.3	0.3	0.1	0.2	0.2	0.0	0.0	0.1
10.	* 0.4	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.2	0.2	0.0	0.1
15.	* 0.4	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.3	0.3	0.3	0.3	0.1	0.0	0.2	0.2	0.0	0.0
20.	* 0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.3	0.3	0.3	0.3	0.1	0.0	0.2	0.2	0.0	0.0
25.	* 0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.3	0.3	0.3	0.3	0.1	0.0	0.2	0.2	0.0	0.0
30.	* 0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.3	0.3	0.3	0.3	0.1	0.0	0.2	0.2	0.0	0.0
35.	* 0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.3	0.3	0.3	0.3	0.1	0.0	0.1	0.2	0.0	0.0
40.	* 0.5	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.3	0.3	0.3	0.2	0.1	0.1	0.0	0.2	0.0	0.0
45.	* 0.5	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.3	0.4	0.3	0.1	0.1	0.1	0.1	0.2	0.0	0.0
50.	* 0.5	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.3	0.4	0.3	0.1	0.1	0.1	0.1	0.1	0.0	0.0
55.	* 0.5	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.2	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.0	0.0
60.	* 0.6	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.1	0.3	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.0
65.	* 0.7	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1
70.	* 0.8	0.4	0.5	0.0	0.0	0.0	0.1	0.1	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1
75.	* 1.0	0.8	0.6	0.0	0.0	0.1	0.1	0.1	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
80.	* 1.1	0.9	0.6	0.0	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3
85.	* 1.1	0.9	0.7	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4
90.	* 0.8	0.9	0.7	0.1	0.1	0.1	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4
95.	* 0.8	1.0	1.0	0.1	0.1	0.1	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4
100.	* 0.7	1.0	1.0	0.1	0.1	0.1	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4
105.	* 0.5	0.9	1.1	0.1	0.1	0.2	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3
110.	* 0.5	0.8	1.1	0.1	0.1	0.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4
115.	* 0.7	0.7	1.0	0.1	0.1	0.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4
120.	* 0.6	0.8	1.0	0.1	0.1	0.3	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4
125.	* 0.6	0.8	0.7	0.1	0.1	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5
130.	* 0.8	0.7	0.7	0.1	0.1	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.3	0.4
135.	* 0.8	0.7	0.6	0.1	0.1	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.2	0.3	0.3	0.0	0.0	0.0	0.4	0.4
140.	* 0.8	0.8	0.4	0.1	0.1	0.3	0.3	0.3	0.0	0.0	0.0	0.2	0.4	0.5	0.5	0.0	0.0	0.0	0.3	0.4
145.	* 0.7	0.6	0.4	0.2	0.3	0.3	0.3	0.3	0.0	0.0	0.1	0.2	0.5	0.7	0.7	0.0	0.0	0.0	0.2	0.3
150.	* 0.7	0.6	0.4	0.2	0.3	0.3	0.3	0.3	0.0	0.1	0.2	0.4	0.7	0.8	0.9	0.0	0.0	0.0	0.3	0.4
155.	* 0.5	0.5	0.1	0.2	0.3	0.4	0.5	0.3	0.2	0.2	0.2	0.4	0.6	0.9	0.9	0.0	0.0	0.0	0.3	0.4
160.	* 0.5	0.5	0.2	0.1	0.2	0.5	0.5	0.4	0.2	0.2	0.2	0.4	0.6	0.9	0.9	0.0	0.0	0.0	0.3	0.4
165.	* 0.5	0.5	0.2	0.0	0.1	0.5	0.5	0.5	0.2	0.2	0.2	0.4	0.6	0.8	0.8	0.0	0.0	0.0	0.3	0.4
170.	* 0.5	0.4	0.2	0.0	0.0	0.5	0.5	0.5	0.2	0.2	0.2	0.3	0.5	0.8	0.8	0.0	0.0	0.0	0.3	0.4
175.	* 0.5	0.5	0.1	0.1	0.0	0.4	0.5	0.5	0.2	0.2	0.2	0.3	0.5	0.8	0.8	0.0	0.0	0.0	0.3	0.3
180.	* 0.5	0.4	0.2	0.1	0.0	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.5	0.8	0.8	0.0	0.0	0.0	0.3	0.3
185.	* 0.5	0.4	0.2	0.0	0.1	0.3	0.4	0.3	0.2	0.2	0.2	0.2	0.4	0.8	0.7	0.0	0.0	0.0	0.3	0.3
190.	* 0.5	0.3	0.2	0.0	0.1	0.2	0.4	0.3	0.2	0.2	0.2	0.1	0.4	0.8	0.7	0.0	0.0	0.0	0.3	0.2
195.	* 0.6	0.3	0.2	0.2	0.2	0.2	0.4	0.3	0.2	0.2	0.2	0.1	0.4	0.6	0.5	0.0	0.0	0.0	0.3	0.4
200.	* 0.5	0.4	0.2	0.2	0.2	0.2	0.3	0.3	0.1	0.2	0.2	0.1	0.4	0.6	0.5	0.0	0.0	0.0	0.3	0.4
205.	* 0.5	0.5	0.2	0.2	0.3	0.1	0.2	0.3	0.1	0.1	0.2	0.1	0.4	0.6	0.5	0.0	0.0	0.0	0.4	0.3

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	0.5	0.4	0.2	0.1	0.2	0.0	0.2	0.3	0.1	0.1	0.2	0.1	0.3	0.6	0.5	0.0	0.0	0.0	0.4	0.2
215.	0.6	0.4	0.2	0.1	0.3	0.0	0.2	0.3	0.1	0.1	0.2	0.1	0.3	0.6	0.5	0.0	0.0	0.0	0.4	0.2
220.	0.5	0.4	0.1	0.1	0.2	0.0	0.3	0.2	0.1	0.1	0.1	0.1	0.3	0.6	0.5	0.0	0.0	0.0	0.5	0.4
225.	0.7	0.4	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.3	0.6	0.5	0.0	0.0	0.0	0.6	0.5
230.	0.7	0.5	0.2	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.3	0.6	0.6	0.0	0.0	0.0	0.6	0.6
235.	0.6	0.4	0.2	0.1	0.1	0.1	0.2	0.1	0.0	0.1	0.1	0.1	0.3	0.6	0.6	0.0	0.0	0.0	0.5	0.6
240.	0.6	0.6	0.0	0.1	0.1	0.0	0.2	0.1	0.0	0.1	0.1	0.1	0.3	0.6	0.6	0.0	0.0	0.0	0.5	0.5
245.	0.6	0.5	0.0	0.1	0.1	0.0	0.2	0.1	0.0	0.1	0.1	0.1	0.3	0.6	0.6	0.0	0.0	0.0	0.4	0.5
250.	0.7	0.5	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.3	0.6	0.6	0.0	0.0	0.0	0.4	0.4
255.	0.6	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.2	0.1	0.1	0.2	0.4	0.6	0.6	0.0	0.0	0.0	0.3	0.4
260.	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.5	0.3	0.2	0.4	0.4	0.6	0.6	0.0	0.0	0.0	0.1	0.1
265.	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.5	0.3	0.4	0.5	0.5	0.6	0.6	0.0	0.0	0.0	0.0	0.0
270.	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.5	0.2	0.3	0.5	0.5	0.6	0.6	0.0	0.0	0.0	0.0	0.0
275.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.4	0.5	0.5	0.6	0.7	0.0	0.0	0.0	0.0	0.0
280.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.3	0.4	0.6	0.7	0.9	0.7	0.0	0.0	0.0	0.0	0.0
285.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.3	0.2	0.5	0.8	0.9	0.7	0.0	0.1	0.0	0.0	0.0
290.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.3	0.1	0.6	0.7	0.9	0.9	0.0	0.2	0.0	0.0	0.0
295.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.6	0.4	0.0	0.4	0.7	0.8	0.9	0.0	0.2	0.1	0.0	0.0
300.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.6	0.5	0.2	0.4	0.6	0.8	0.9	0.0	0.2	0.2	0.0	0.0
305.	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.5	0.3	0.6	0.7	0.6	0.8	0.0	0.2	0.2	0.0	0.0
310.	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.6	0.4	0.4	0.4	0.8	0.7	0.8	0.1	0.2	0.2	0.0	0.0
315.	0.2	0.3	0.4	0.1	0.1	0.1	0.1	0.1	0.6	0.4	0.4	0.3	0.8	0.5	0.8	0.2	0.2	0.2	0.0	0.0
320.	0.2	0.6	0.5	0.1	0.1	0.0	0.0	0.0	0.6	0.4	0.4	0.3	0.7	0.4	0.6	0.2	0.2	0.2	0.0	0.0
325.	0.3	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.4	0.3	0.3	0.4	0.4	0.1	0.2	0.2	0.1	0.1
330.	0.5	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.2	0.2	0.2	0.3	0.0	0.2	0.2	0.1	0.1
335.	0.6	0.8	0.6	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.2	0.2	0.1	0.1	0.2	0.2	0.1	0.1
340.	0.6	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.2	0.2	0.1	0.0	0.3	0.2	0.1	0.1
345.	0.6	0.7	0.6	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.2	0.2	0.1	0.0	0.2	0.2	0.1	0.1
350.	0.7	0.7	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.3	0.2	0.1	0.0	0.2	0.2	0.1	0.1
355.	0.6	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.3	0.3	0.1	0.2	0.2	0.2	0.0	0.1
360.	0.4	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.3	0.3	0.3	0.3	0.1	0.2	0.2	0.0	0.0	0.1
MAX	1.1	1.0	1.1	0.2	0.3	0.5	0.5	0.5	0.6	0.5	0.4	0.6	0.8	0.9	0.9	0.2	0.3	0.2	0.6	0.6
DEGR.	80	95	105	145	145	160	155	165	55	300	265	280	310	280	150	0	340	10	225	230

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC41	REC42	REC43
0.	0.1	0.1	0.2
5.	0.1	0.1	0.2
10.	0.1	0.1	0.2
15.	0.1	0.1	0.2
20.	0.1	0.0	0.2
25.	0.1	0.0	0.2
30.	0.1	0.0	0.2
35.	0.0	0.0	0.2
40.	0.0	0.0	0.2
45.	0.0	0.0	0.2
50.	0.0	0.0	0.2
55.	0.0	0.0	0.2
60.	0.0	0.0	0.2
65.	0.0	0.0	0.2
70.	0.1	0.0	0.2
75.	0.1	0.1	0.3
80.	0.1	0.1	0.4
85.	0.2	0.1	0.5
90.	0.2	0.1	0.5
95.	0.2	0.1	0.5
100.	0.2	0.0	0.5
105.	0.3	0.0	0.5
110.	0.3	0.1	0.5
115.	0.2	0.1	0.5
120.	0.3	0.2	0.5
125.	0.4	0.2	0.5
130.	0.2	0.2	0.4
135.	0.2	0.2	0.5
140.	0.2	0.2	0.4
145.	0.2	0.2	0.2
150.	0.2	0.2	0.0
155.	0.2	0.2	0.0
160.	0.2	0.0	0.1
165.	0.2	0.0	0.1
170.	0.2	0.2	0.2
175.	0.2	0.2	0.2
180.	0.2	0.2	0.2
185.	0.3	0.2	0.2
190.	0.2	0.2	0.1
195.	0.2	0.2	0.0
200.	0.2	0.2	0.0
205.	0.2	0.2	0.0

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43
210.	0.2	0.2	0.0
215.	0.2	0.2	0.1
220.	0.2	0.1	0.0
225.	0.2	0.0	0.0
230.	0.2	0.0	0.0
235.	0.2	0.0	0.0
240.	0.3	0.0	0.0
245.	0.2	0.0	0.0
250.	0.2	0.0	0.0
255.	0.1	0.0	0.0
260.	0.0	0.0	0.0
265.	0.0	0.0	0.0
270.	0.0	0.0	0.0
275.	0.0	0.0	0.0
280.	0.0	0.0	0.0
285.	0.0	0.0	0.0
290.	0.0	0.0	0.0
295.	0.0	0.0	0.0
300.	0.0	0.0	0.0
305.	0.0	0.0	0.1
310.	0.0	0.0	0.1
315.	0.0	0.0	0.2
320.	0.1	0.0	0.3
325.	0.1	0.1	0.3
330.	0.1	0.1	0.3
335.	0.1	0.1	0.3
340.	0.1	0.1	0.3
345.	0.1	0.1	0.3
350.	0.1	0.1	0.2
355.	0.1	0.1	0.2
360.	0.1	0.1	0.2
MAX	0.4	0.2	0.5
DEGR.	125	120	85

THE HIGHEST CONCENTRATION OF 1.90 PPM OCCURRED AT RECEPTOR REC18.

ATTACHMENT 4

GENERATED MOBILE6.2
PM_{10} and $PM_{2.5}$ EMISSION FACTORS

MOBILE6.2 PM Emission Factor Tables Look Up and Calculation Program

Please Select

County: Suffolk Analysis Year: 2006 Road Functional Class: 02/06

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

		Non-Idle Emis. (g/mi)		Idle Emis. (g/hour)				Non-Idle Emis. (g/mi)		Idle Emis. (g/hour)	
Veh. Type	Veh. %	PM2.5	PM10	PM2.5	PM10	Veh. Type	Veh. %	PM2.5	PM10	PM2.5	PM10
LDGV	52.00	0.01	0.03	0.00	0.00	LDDT34	0.75	0.09	0.11	0.00	0.00
LDGT1	4.97	0.01	0.03	0.00	0.00	HDDV2B	0.18	0.11	0.14	1.06	1.15
LDGT2	16.66	0.01	0.03	0.00	0.00	HDDV3	0.20	0.11	0.13	1.02	1.11
LDGT3	12.90	0.01	0.03	0.00	0.00	HDDV4	0.19	0.10	0.12	0.98	1.07
LDGT4	5.63	0.01	0.03	0.00	0.00	HDDV5	0.20	0.12	0.14	1.10	1.20
HDGV2B	1.61	0.06	0.08	0.00	0.00	HDDV6	0.32	0.23	0.27	1.12	1.22
HDGV3	0.55	0.06	0.09	0.00	0.00	HDDV7	0.49	0.23	0.26	1.10	1.20
HDGV4	0.26	0.06	0.09	0.00	0.00	HDDV8A	0.56	0.38	0.45	1.30	1.42
HDGV5	0.25	0.07	0.10	0.00	0.00	HDDV8B	0.52	0.31	0.37	1.14	1.24
HDGV6	0.28	0.09	0.13	0.00	0.00	HDGB	0.15	0.07	0.11	0.00	0.00
HDGV7	0.26	0.08	0.12	0.00	0.00	HDDBT	0.15	1.35	1.48	2.57	2.79
HDGV8A	0.27	0.11	0.17	0.00	0.00	HDDBS	0.30	0.57	0.64	1.30	1.42
LDDV	0.18	0.16	0.18	0.00	0.00	MC	0.00	0.02	0.04	0.00	0.00
LDDT12	0.17	0.10	0.13	0.00	0.00	Total	100.0	0.0230	0.0443	0.0379	0.0414

Note: For vehicles that MOBILE6.2 does not provide idle emission factors, zero is assumed.
Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

Last Update: August 10, 2004

MOBILE6.2 PM Emission Factor Tables Look Up and Calculation Program

Please Select

County: Suffolk Analysis Year: 2006 Road Functional Class: 07/08/09

NYSDOT Default Vehicle Mix? Yes If no, please specify and click [ok]. The sum of the vehicle mix has to be 100%

Veh. Type	Veh. %	Non-Idle Emis. (g/mi) PM2.5	Non-Idle Emis. (g/mi) PM10	Idle Emis. (g/hour) PM2.5	Idle Emis. (g/hour) PM10	Veh. Type	Veh. %	Non-Idle Emis. (g/mi) PM2.5	Non-Idle Emis. (g/mi) PM10	Idle Emis. (g/hour) PM2.5	Idle Emis. (g/hour) PM10
LDGV	55.80	0.01	0.03	0.00	0.00	LDDT34	0.65	0.09	0.11	0.00	0.00
LDGT1	5.34	0.01	0.03	0.00	0.00	HDDV2B	0.11	0.11	0.14	1.06	1.15
LDGT2	17.87	0.01	0.03	0.00	0.00	HDDV3	0.12	0.11	0.13	1.02	1.11
LDGT3	11.11	0.01	0.03	0.00	0.00	HDDV4	0.11	0.10	0.12	0.98	1.07
LDGT4	4.85	0.01	0.03	0.00	0.00	HDDV5	0.12	0.12	0.14	1.10	1.20
HDGV2B	0.96	0.06	0.08	0.00	0.00	HDDV6	0.19	0.23	0.27	1.12	1.22
HDGV3	0.32	0.06	0.09	0.00	0.00	HDDV7	0.29	0.23	0.26	1.10	1.20
HDGV4	0.16	0.06	0.09	0.00	0.00	HDDV8A	0.33	0.38	0.45	1.30	1.42
HDGV5	0.15	0.07	0.10	0.00	0.00	HDDV8B	0.31	0.31	0.37	1.14	1.24
HDGV6	0.17	0.09	0.13	0.00	0.00	HDGB	0.09	0.07	0.11	0.00	0.00
HDGV7	0.15	0.08	0.12	0.00	0.00	HDDBT	0.09	1.35	1.48	2.57	2.79
HDGV8A	0.16	0.11	0.17	0.00	0.00	HDDBS	0.18	0.57	0.64	1.30	1.42
LDDV	0.19	0.16	0.18	0.00	0.00	MC	0.00	0.02	0.04	0.00	0.00
LDDT12	0.18	0.10	0.13	0.00	0.00	Total	100.0	0.0181	0.0389	0.0226	0.0246

Note: For vehicles that MOBILE6.2 does not provide idle emission factors, zero is assumed.
Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

Last Update: August 10, 2004

MOBILE6.2 PM Emission Factor Tables Look Up and Calculation Program

Please Select

County: Suffolk Analysis Year: 2009 Road Functional Class: 02/06

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

		Non-Idle Emis. (g/mi)		Idle Emis. (g/hour)				Non-Idle Emis. (g/mi)		Idle Emis. (g/hour)	
Veh. Type	Veh. %	PM2.5	PM10	PM2.5	PM10	Veh. Type	Veh. %	PM2.5	PM10	PM2.5	PM10
LDGV	52.00	0.01	0.03	0.00	0.00	LDDT34	0.75	0.05	0.07	0.00	0.00
LDGT1	4.97	0.01	0.03	0.00	0.00	HDDV2B	0.18	0.07	0.09	0.97	1.05
LDGT2	16.66	0.01	0.03	0.00	0.00	HDDV3	0.20	0.07	0.10	0.96	1.04
LDGT3	12.90	0.01	0.03	0.00	0.00	HDDV4	0.19	0.07	0.09	0.94	1.02
LDGT4	5.63	0.01	0.03	0.00	0.00	HDDV5	0.20	0.08	0.10	1.00	1.09
HDGV2B	1.61	0.05	0.06	0.00	0.00	HDDV6	0.32	0.16	0.19	1.02	1.10
HDGV3	0.55	0.05	0.07	0.00	0.00	HDDV7	0.49	0.16	0.18	0.99	1.08
HDGV4	0.26	0.05	0.07	0.00	0.00	HDDV8A	0.56	0.25	0.31	1.11	1.21
HDGV5	0.25	0.06	0.09	0.00	0.00	HDDV8B	0.52	0.19	0.24	1.04	1.13
HDGV6	0.28	0.08	0.12	0.00	0.00	HDGB	0.15	0.07	0.10	0.00	0.00
HDGV7	0.26	0.07	0.11	0.00	0.00	HDDBT	0.15	1.21	1.33	2.37	2.57
HDGV8A	0.27	0.10	0.17	0.00	0.00	HDDBS	0.30	0.29	0.33	1.04	1.13
LDDV	0.18	0.11	0.14	0.00	0.00	MC	0.00	0.02	0.04	0.00	0.00
LDDT12	0.17	0.06	0.08	0.00	0.00	Total	100.0	0.0190	0.0397	0.0339	0.0368

Note: For vehicles that MOBILE6.2 does not provide idle emission factors, zero is assumed.
Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

Last Update: August 10, 2004

MOBILE6.2 PM Emission Factor Tables Look Up and Calculation Program

Please Select

County: Suffolk Analysis Year: 2009 Road Functional Class: 07/08/09

NYSDOT Default Vehicle Mix? Yes If no, please specify and click ok. The sum of the vehicle mix has to be 100%

		Non-Idle Emis. (g/mi)		Idle Emis. (g/hour)				Non-Idle Emis. (g/mi)		Idle Emis. (g/hour)	
Veh. Type	Veh. %	PM2.5	PM10	PM2.5	PM10	Veh. Type	Veh. %	PM2.5	PM10	PM2.5	PM10
LDGV	55.80	0.01	0.03	0.00	0.00	LDDT34	0.65	0.05	0.07	0.00	0.00
LDGT1	5.34	0.01	0.03	0.00	0.00	HDDV2B	0.11	0.07	0.09	0.97	1.05
LDGT2	17.87	0.01	0.03	0.00	0.00	HDDV3	0.12	0.07	0.10	0.96	1.04
LDGT3	11.11	0.01	0.03	0.00	0.00	HDDV4	0.11	0.07	0.09	0.94	1.02
LDGT4	4.85	0.01	0.03	0.00	0.00	HDDV5	0.12	0.08	0.10	1.00	1.09
HDGV2B	0.96	0.05	0.06	0.00	0.00	HDDV6	0.19	0.16	0.19	1.02	1.10
HDGV3	0.32	0.05	0.07	0.00	0.00	HDDV7	0.29	0.16	0.18	0.99	1.08
HDGV4	0.16	0.05	0.07	0.00	0.00	HDDV8A	0.33	0.25	0.31	1.11	1.21
HDGV5	0.15	0.06	0.09	0.00	0.00	HDDV8B	0.31	0.19	0.24	1.04	1.13
HDGV6	0.17	0.08	0.12	0.00	0.00	HDGB	0.09	0.07	0.10	0.00	0.00
HDGV7	0.15	0.07	0.11	0.00	0.00	HDDBT	0.09	1.21	1.33	2.37	2.57
HDGV8A	0.16	0.10	0.17	0.00	0.00	HDDBS	0.18	0.29	0.33	1.04	1.13
LDDV	0.19	0.11	0.14	0.00	0.00	MC	0.00	0.02	0.04	0.00	0.00
LDDT12	0.18	0.06	0.08	0.00	0.00	Total	100.0	0.0155	0.0360	0.0202	0.0219

Note: For vehicles that MOBILE6.2 does not provide idle emission factors, zero is assumed.
Project Descriptions (limited to 140 characters):

click here to print Please select landscape layout option for proper print.

Last Update: August 10, 2004

ATTACHMENT 5

CAL3QHC PM_{10} and $PM_{2.5}$ MODEL RUNS

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

DATE : 2/21/ 7
TIME : 9:37:25

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1.	INT3APPR1-EB	*	65.6	6.6	-183.7	-68.9	*	261.	253.	AG	750.	0.0	0.0	40.0		
2.	INT3APPR2-EB	*	-183.7	-68.9	-538.1	-167.3	*	368.	254.	AG	1239.	0.0	0.0	40.0		
3.	INT3APPR3-EB	*	-538.1	-167.3	-994.1	-246.1	*	463.	260.	AG	1239.	0.0	0.0	29.9		
4.	INT3DEP1-EB	*	65.6	6.6	105.0	16.4	*	41.	76.	AG	877.	0.0	0.0	40.0		
5.	INT3DEP2-EB	*	105.0	16.4	748.0	216.5	*	673.	73.	AG	894.	0.0	0.0	40.0		
6.	INT3QMAIN1-EB	*	-23.0	-23.0	-111.7	-48.3	*	92.	254.	AG	0.	100.0	0.0	20.0	0.49	4.7
7.	INT3QMAIN2-EB	*	-183.7	-68.9	-5052.8	-1421.4	*	5053.	254.	AG	0.	100.0	0.0	9.8	1.60	256.7
8.	INT3QMAIN3-EB	*	-538.1	-167.3	-5517.8	-1027.1	*	5053.	260.	AG	0.	100.0	0.0	9.8	1.60	256.7
9.	INT3QRIGHT-EB	*	-45.9	-36.1	-72.5	-44.3	*	28.	253.	AG	0.	100.0	0.0	13.1	0.15	1.4
10.	INT3RIGHTDEP1-EB	*	-45.9	-36.1	19.7	-49.2	*	67.	101.	AG	34.	0.0	0.0	33.1		
11.	INT3RIGHTDEP2-EB	*	-45.9	-36.1	124.7	-68.9	*	174.	101.	AG	79.	0.0	0.0	33.1		
12.	INT3QLEFT-EB	*	-32.8	-9.8	-106.9	-34.5	*	78.	252.	AG	0.	100.0	0.0	11.2	0.42	4.0
13.	INT3LEFTDEP-EB	*	-32.8	-9.8	-26.2	49.2	*	59.	6.	AG	376.	0.0	0.0	30.8		
14.	INT3APPR1-WB	*	-32.8	6.6	728.3	246.1	*	798.	73.	AG	908.	0.0	0.0	42.0		
15.	INT3DEP1-WB	*	-32.8	6.6	-111.5	-19.7	*	83.	252.	AG	1000.	0.0	0.0	42.0		
16.	INT3DEP2-WB	*	-111.5	-19.7	-534.8	-144.4	*	441.	254.	AG	1279.	0.0	0.0	42.0		
17.	INT3DEP3-WB	*	-534.8	-144.4	-1017.1	-229.7	*	490.	260.	AG	1279.	0.0	0.0	30.8		
18.	INT3QMAIN1-WB	*	59.1	32.8	189.1	74.3	*	137.	72.	AG	0.	100.0	0.0	22.0	0.76	6.9
19.	INT3QLEFT-WB	*	59.1	19.7	70.8	23.3	*	12.	73.	AG	0.	100.0	0.0	9.8	0.07	0.6
20.	INT3LEFTDEP-WB	*	59.1	19.7	19.7	-49.2	*	79.	210.	AG	46.	0.0	0.0	29.9		
21.	INT3RIGHTAPP1-WB	*	692.3	246.1	105.0	68.9	*	613.	253.	AG	51.	0.0	0.0	30.8		
22.	INT3RIGHTAPP2-WB	*	105.0	68.9	36.1	65.6	*	69.	267.	AG	51.	0.0	0.0	30.8		
23.	INT3RIGHTDEP1-WB	*	36.1	65.6	-16.4	82.0	*	55.	287.	AG	51.	0.0	0.0	30.8		
24.	INT3RIGHTDEP2-WB	*	-16.4	82.0	-91.9	144.4	*	98.	310.	AG	51.	0.0	0.0	30.8		
25.	INT3APPR1-NB	*	3.3	0.0	42.7	-36.1	*	53.	133.	AG	134.	0.0	0.0	29.9		
26.	INT3APPR2-NB	*	42.7	-36.1	167.3	-223.1	*	225.	146.	AG	234.	0.0	0.0	29.9		
27.	INT3APPR3-NB	*	167.3	-223.1	620.1	-849.7	*	773.	144.	AG	234.	0.0	0.0	29.9		
28.	INT3DEP1-NB	*	3.3	0.0	-26.2	45.9	*	55.	327.	AG	510.	0.0	0.0	29.9		
29.	INT3DEP2-NB	*	-59.1	45.9	-91.9	144.4	*	104.	342.	AG	561.	0.0	0.0	29.9		
30.	INT3DEP3-NB	*	-91.9	144.4	-301.8	390.4	*	323.	320.	AG	561.	0.0	0.0	29.9		
31.	INT3QMAIN1-NB	*	42.7	-36.1	105.0	-129.6	*	112.	146.	AG	0.	100.0	0.0	9.8	0.83	5.7
32.	INT3QMAIN2-NB	*	167.3	-223.1	233.2	-314.2	*	112.	144.	AG	0.	100.0	0.0	9.8	0.83	5.7
33.	INT3QRIGHT-NB	*	49.2	-32.8	50.1	-34.5	*	2.	151.	AG	0.	100.0	0.0	9.8	0.03	0.1
34.	INT3RIGHTDEP1-NB	*	49.2	-32.8	65.6	6.6	*	43.	23.	AG	44.	0.0	0.0	29.9		
35.	INT3RIGHTDEP2-NB	*	88.6	-105.0	137.8	-55.8	*	70.	45.	AG	20.	0.0	0.0	34.1		
36.	INT3QLEFT-NB	*	32.8	-39.4	40.1	-50.3	*	13.	146.	AG	0.	100.0	0.0	9.8	0.09	0.7
37.	INT3LEFTDEP-NB	*	32.8	-39.4	-32.8	6.6	*	80.	305.	AG	36.	0.0	0.0	29.9		
38.	INT3APPR1-SB	*	19.7	-49.2	-39.4	29.5	*	98.	323.	AG	123.	0.0	0.0	32.2		
39.	INT3APPR2-SB	*	-39.4	29.5	-147.6	170.6	*	178.	322.	AG	123.	0.0	0.0	32.2		
40.	INT3APPR3-SB	*	-147.6	170.6	-321.5	367.5	*	263.	319.	AG	543.	0.0	0.0	32.2		
41.	INT3DEP1-SB	*	19.7	-49.2	59.1	-98.4	*	63.	141.	AG	261.	0.0	0.0	32.2		
42.	INT3DEP2-SB	*	59.1	-98.4	249.3	-360.9	*	324.	144.	AG	265.	0.0	0.0	32.2		
43.	INT3DEP3-SB	*	249.3	-360.9	607.0	-859.6	*	614.	144.	AG	265.	0.0	0.0	32.2		
44.	INT3QMAIN1-SB	*	-39.4	29.5	-69.3	68.5	*	49.	322.	AG	0.	100.0	0.0	12.1	0.44	2.5

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

DATE : 2/21/ 7

TIME : 9:37:25

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. INT3QMAIN2-SB	-147.6	170.6	-2103.0	2384.2	2954.	319.	AG	0.	100.0	0.0	12.1	1.93	150.0
46. INT3RIGHTAPPR1-SB	-216.5	236.2	-95.1	85.3	194.	141.	AG	279.	0.0	0.0	33.1		
47. INT3RIGHTAPPR2-SB	-95.1	85.3	-88.6	45.9	40.	171.	AG	279.	0.0	0.0	33.1		
48. INT3RIGHTDEP-SB	-88.6	45.9	-111.5	-19.7	70.	199.	AG	279.	0.0	0.0	33.1		
49. INT3QLEFT1-SB	-32.8	42.7	-54.3	70.2	35.	322.	AG	0.	100.0	0.0	9.8	0.40	1.8
50. INT3QLEFT2-SB	-114.8	147.6	-137.8	174.0	35.	319.	AG	0.	100.0	0.0	9.8	0.40	1.8
51. INT3LEFTDEP1-SB	-32.8	42.7	6.6	16.4	47.	124.	AG	83.	0.0	0.0	29.9		
52. INT3LEFTDEP2-SB	6.6	16.4	65.6	6.6	60.	99.	AG	83.	0.0	0.0	29.9		
53. INT3APPR1-NWB	42.7	-36.1	78.7	-55.8	41.	119.	AG	68.	0.0	0.0	29.9		
54. INT3APPR2-NWB	78.7	-55.8	137.8	-55.8	59.	90.	AG	128.	0.0	0.0	29.9		
55. INT3APPR3-NWB	137.8	-55.8	452.8	-65.6	315.	92.	AG	145.	0.0	0.0	29.9		
56. INT3APPR4-NWB	452.8	-65.6	1066.3	-193.6	627.	102.	AG	145.	0.0	0.0	29.9		
57. INT3RIGHTAPPR-SB	137.8	-55.8	98.4	-29.5	47.	304.	AG	17.	0.0	0.0	37.1		
58. INT3RIGHTDEP-SB	98.4	-29.5	105.0	16.4	46.	8.	AG	17.	0.0	0.0	37.1		
59. INT3QLEFT-SB	78.7	-55.8	59.4	-48.9	21.	290.	AG	0.	100.0	0.0	9.8	0.15	1.0
60. INT3LEFTDEP-SB	78.7	-55.8	59.1	-98.4	47.	205.	AG	4.	0.0	0.0	29.9		

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

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6. INT3QMAIN1-EB	91	45	0.0	750	1600	0.04	2	3
7. INT3QMAIN2-EB	91	45	0.0	1239	1600	0.04	2	3
8. INT3QMAIN3-EB	91	45	0.0	1239	1600	0.04	2	3
9. INT3QRIGHT-EB	91	45	0.0	113	1600	0.04	2	3
12. INT3QLEFT-EB	91	38	0.0	376	1600	0.04	1	3
18. INT3QMAIN1-WB	91	55	0.0	908	1600	0.04	2	3
19. INT3QLEFT-WB	91	49	0.0	46	1600	0.04	1	3
31. INT3QMAIN1-NB	91	73	0.0	234	1600	0.02	1	3
32. INT3QMAIN2-NB	91	73	0.0	234	1600	0.02	1	3
33. INT3QRIGHT-NB	91	8	0.0	44	1600	0.02	1	3
36. INT3QLEFT-NB	91	67	0.0	36	1600	0.02	1	3
44. INT3QMAIN1-SB	91	73	0.0	123	1600	0.02	1	3
45. INT3QMAIN2-SB	91	73	0.0	543	1600	0.02	1	3
49. INT3QLEFT1-SB	91	77	0.0	83	1600	0.02	1	3
50. INT3QLEFT2-SB	91	77	0.0	83	1600	0.02	1	3
59. INT3QLEFT-SB	91	67	0.0	56	1600	0.02	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9

17. R17-SDWK17	-45.9	-52.5	5.9
18. R18-SDWK18	-180.4	-85.3	5.9
19. R19-SDWK19	-275.6	-52.5	5.9
20. R20-SDWK20	-124.7	-6.6	5.9
21. R21-SDWK21	-105.0	45.9	5.9
22. R22-SDWK22	-111.5	78.7	5.9
23. R23-SDWK23	-223.1	216.5	5.9
24. R24	-114.8	469.2	5.9
25. R25	-49.2	380.6	5.9
26. R26	187.0	324.8	5.9
27. R27	210.0	229.7	5.9
28. R28	295.3	262.5	5.9
29. R29	324.8	16.4	5.9
30. R30	331.4	-16.4	5.9
31. R31	272.3	-111.5	5.9
32. R32	173.9	-111.5	5.9
33. R33	150.9	-144.4	5.9
34. R34	206.7	-242.8	5.9
35. R35	269.0	-328.1	5.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

DATE : 2/21/ 7
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
36. R36	-370.7	-603.7	5.9
37. R37	-410.1	-410.1	5.9
38. R38	-554.5	-436.4	5.9
39. R39	-623.4	-68.9	5.9
40. R40	-498.7	-36.1	5.9
41. R41	-518.4	39.4	5.9
42. R42 S	-643.0	147.6	5.9
43. R43	-364.2	354.3	5.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	3.	0.	1.
5.	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.	1.	1.	1.	1.	2.	2.	3.	3.	0.	1.
10.	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.	1.	1.	1.	1.	2.	2.	3.	3.	1.	1.
15.	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.	1.	1.	1.	1.	2.	2.	3.	3.	1.	1.
20.	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	3.	1.	1.
25.	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	3.	1.	1.
30.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	3.	1.	1.
35.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	1.	1.	1.	2.	3.	3.	4.	1.	1.
40.	0.	0.	0.	0.	0.	3.	4.	2.	2.	1.	1.	2.	1.	1.	2.	3.	3.	4.	1.	1.
45.	0.	0.	0.	0.	0.	3.	4.	2.	2.	1.	1.	2.	1.	1.	2.	3.	4.	4.	1.	1.
50.	0.	0.	0.	0.	0.	4.	4.	2.	2.	0.	0.	1.	1.	1.	2.	3.	4.	4.	1.	2.

55.	*	0.	0.	0.	0.	0.	4.	4.	2.	2.	0.	0.	1.	1.	1.	2.	3.	4.	4.	2.	2.
60.	*	0.	0.	0.	0.	0.	4.	4.	2.	2.	0.	0.	1.	1.	1.	1.	3.	4.	4.	2.	2.
65.	*	0.	0.	0.	1.	1.	4.	4.	2.	1.	0.	0.	1.	1.	0.	1.	2.	4.	4.	3.	3.
70.	*	0.	0.	1.	1.	1.	3.	4.	2.	1.	0.	0.	1.	0.	0.	1.	2.	3.	4.	4.	4.
75.	*	0.	1.	1.	2.	2.	3.	3.	1.	1.	0.	0.	1.	0.	0.	1.	2.	3.	3.	5.	5.
80.	*	0.	1.	2.	2.	2.	2.	2.	1.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	5.	5.
85.	*	0.	1.	2.	3.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	2.	5.	5.
90.	*	0.	2.	2.	3.	3.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	5.	5.
95.	*	1.	2.	2.	3.	3.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	5.	5.
100.	*	1.	2.	2.	3.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	5.	5.
105.	*	1.	2.	2.	3.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	5.	5.
110.	*	1.	2.	2.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	4.	4.
115.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	4.	4.
120.	*	1.	2.	2.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	4.	4.
125.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	4.	4.
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	4.	4.
135.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	0.	4.	3.
140.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	3.	4.
145.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	3.	3.
150.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	3.	3.
155.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
160.	*	3.	2.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	3.	3.
165.	*	2.	2.	2.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
170.	*	2.	2.	2.	2.	2.	0.	0.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
175.	*	3.	2.	2.	2.	2.	0.	0.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
180.	*	3.	2.	2.	2.	2.	0.	0.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
185.	*	3.	2.	2.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
190.	*	3.	2.	2.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
195.	*	3.	2.	2.	3.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	3.
200.	*	3.	2.	2.	2.	2.	0.	0.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	3.
205.	*	3.	2.	2.	3.	2.	0.	0.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	3.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43

210.	*	2.	2.	2.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
215.	*	3.	2.	2.	2.	3.	0.	1.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
220.	*	2.	2.	3.	3.	3.	1.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	5.	4.
225.	*	2.	3.	3.	3.	3.	1.	1.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	5.	4.
230.	*	2.	3.	3.	3.	3.	1.	1.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	5.	5.
235.	*	2.	3.	3.	3.	3.	1.	1.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	6.	5.
240.	*	2.	3.	3.	3.	4.	2.	2.	1.	1.	0.	0.	0.	1.	1.	0.	0.	1.	2.	6.	6.
245.	*	2.	2.	3.	3.	3.	3.	3.	1.	1.	1.	0.	1.	1.	1.	0.	0.	2.	3.	6.	6.
250.	*	2.	2.	3.	3.	3.	4.	4.	2.	1.	1.	0.	1.	1.	1.	0.	1.	2.	4.	6.	6.
255.	*	2.	2.	2.	2.	2.	4.	5.	2.	2.	1.	1.	1.	1.	1.	0.	2.	4.	5.	5.	5.
260.	*	2.	1.	2.	2.	2.	5.	5.	3.	2.	1.	1.	2.	2.	2.	1.	2.	4.	6.	4.	4.
265.	*	2.	1.	1.	1.	1.	5.	5.	3.	3.	2.	1.	2.	2.	2.	1.	3.	4.	6.	3.	3.
270.	*	2.	1.	1.	1.	0.	4.	5.	3.	2.	2.	1.	2.	2.	2.	1.	3.	4.	6.	2.	2.
275.	*	2.	1.	1.	0.	0.	4.	4.	3.	2.	2.	1.	2.	2.	2.	1.	3.	4.	6.	1.	1.
280.	*	2.	1.	1.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	1.	2.	4.	5.	1.	1.
285.	*	2.	1.	1.	0.	0.	3.	4.	2.	2.	1.	1.	2.	2.	2.	1.	2.	3.	5.	1.	0.
290.	*	2.	1.	1.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	1.	2.	3.	4.	0.	0.
295.	*	2.	1.	1.	1.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	1.	2.	3.	4.	0.	0.
300.	*	2.	2.	1.	1.	0.	3.	3.	3.	2.	1.	1.	2.	2.	2.	1.	2.	3.	4.	0.	0.
305.	*	2.	1.	1.	0.	0.	2.	3.	2.	2.	1.	1.	2.	3.	2.	1.	2.	3.	4.	0.	0.
310.	*	2.	1.	1.	0.	0.	2.	3.	2.	2.	1.	1.	2.	2.	2.	1.	3.	3.	4.	0.	0.
315.	*	2.	1.	0.	0.	0.	2.	3.	2.	2.	1.	1.	2.	2.	2.	1.	3.	3.	3.	0.	0.
320.	*	1.	1.	0.	0.	0.	2.	3.	2.	2.	1.	1.	2.	2.	2.	2.	3.	3.	3.	0.	0.
325.	*	1.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	2.	2.	2.	2.	3.	3.	3.	0.	0.
330.	*	1.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	2.	2.	2.	2.	3.	3.	3.	0.	1.

335.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	1.	1.	1.	2.	3.	4.	3.	0.	1.
340.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	1.	1.	1.	2.	3.	3.	3.	0.	1.
345.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	1.	1.	1.	2.	3.	4.	3.	0.	1.
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	1.	1.	1.	2.	2.	4.	4.	0.	1.
355.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	3.	0.	1.
360.	*	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	3.	0.	1.
MAX	*	3.	3.	3.	3.	4.	5.	5.	3.	3.	2.	1.	2.	3.	2.	2.	3.	4.	6.	6.	6.
DEGR.	*	175	240	235	235	240	260	260	265	265	270	290	270	305	310	335	320	265	265	245	245

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
5.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
10.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
15.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
20.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
25.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
30.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
35.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
40.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
45.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
50.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	0.	1.	0.	0.
55.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	0.	1.	0.	0.
60.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	0.	0.
65.	*	2.	1.	2.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
70.	*	2.	2.	2.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
75.	*	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
80.	*	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
85.	*	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
90.	*	3.	3.	2.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
95.	*	3.	3.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
100.	*	3.	3.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
105.	*	3.	3.	3.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
110.	*	3.	3.	3.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
115.	*	3.	3.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
120.	*	3.	3.	3.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
125.	*	3.	3.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
130.	*	3.	3.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
135.	*	3.	3.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
140.	*	2.	2.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
145.	*	2.	2.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	2.	2.
150.	*	2.	2.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	2.
155.	*	2.	2.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
160.	*	2.	2.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	2.
165.	*	2.	2.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	2.
170.	*	2.	2.	1.	1.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
175.	*	2.	2.	1.	1.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
180.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
185.	*	2.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	2.
190.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	2.
195.	*	2.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
200.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.

205.	*	2.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
215.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
220.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
225.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
230.	*	3.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	2.	2.
235.	*	3.	2.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	2.	2.
240.	*	3.	2.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	2.	2.
245.	*	2.	2.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.
250.	*	2.	1.	0.	0.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	1.	1.
255.	*	1.	1.	0.	0.	0.	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.
260.	*	1.	0.	0.	0.	0.	0.	1.	0.	2.	2.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
265.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	1.	1.	0.	0.	0.	0.	0.
270.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	1.	1.	0.	0.	0.	0.	0.
275.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	1.	0.	0.	0.	0.	0.
280.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	1.	0.	0.	0.	0.	0.
285.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	1.	0.	0.	0.	0.	0.
290.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	2.	0.	1.	0.	0.	0.
295.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	2.	2.	2.	0.	1.	0.	0.	0.
300.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	2.	1.	2.	2.	0.	1.	1.	0.	0.
305.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	2.	2.	1.	2.	0.	1.	1.	0.	0.
310.	*	0.	1.	0.	0.	0.	0.	0.	0.	1.	1.	1.	2.	2.	2.	2.	0.	1.	1.	0.	0.
315.	*	1.	1.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	2.	2.	2.	1.	1.	1.	0.	0.
320.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	2.	1.	1.	0.	1.	1.	0.	0.
325.	*	1.	2.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	1.	1.	0.	0.
330.	*	1.	2.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	1.	1.	0.	0.
335.	*	1.	2.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.
340.	*	1.	2.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
345.	*	1.	2.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
350.	*	2.	2.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
355.	*	1.	2.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
360.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
MAX	*	3.	3.	3.	1.	1.	1.	1.	1.	2.	2.	1.	2.	2.	2.	2.	1.	1.	1.	2.	2.
DEGR.	*	95	95	120	195	215	230	235	225	275	285	265	280	310	285	315	0	10	25	100	110

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
0.	*	0.	0.	0.
5.	*	0.	0.	0.
10.	*	0.	0.	0.
15.	*	0.	0.	0.
20.	*	0.	0.	0.
25.	*	0.	0.	0.

30.	*	0.	0.	0.
35.	*	0.	0.	0.
40.	*	0.	0.	0.
45.	*	0.	0.	0.
50.	*	0.	0.	0.
55.	*	0.	0.	0.
60.	*	0.	0.	0.
65.	*	0.	0.	0.
70.	*	0.	0.	1.
75.	*	0.	0.	1.
80.	*	0.	0.	1.
85.	*	1.	0.	1.
90.	*	1.	1.	1.
95.	*	1.	1.	1.
100.	*	1.	1.	2.
105.	*	1.	1.	2.
110.	*	1.	1.	2.
115.	*	1.	1.	2.
120.	*	1.	1.	2.
125.	*	1.	1.	2.
130.	*	1.	1.	2.
135.	*	1.	1.	1.
140.	*	1.	1.	1.
145.	*	1.	1.	1.
150.	*	1.	1.	1.
155.	*	1.	1.	0.
160.	*	1.	1.	1.
165.	*	1.	1.	0.
170.	*	1.	1.	0.
175.	*	1.	1.	1.
180.	*	1.	1.	1.
185.	*	1.	1.	1.
190.	*	1.	1.	1.
195.	*	1.	1.	1.
200.	*	1.	1.	0.
205.	*	1.	1.	1.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
210.	*	1.	1.	0.
215.	*	1.	1.	0.
220.	*	1.	0.	0.
225.	*	1.	0.	0.
230.	*	1.	0.	0.
235.	*	1.	0.	0.
240.	*	1.	0.	0.
245.	*	1.	0.	0.
250.	*	0.	0.	0.
255.	*	0.	0.	0.
260.	*	0.	0.	0.
265.	*	0.	0.	0.
270.	*	0.	0.	0.
275.	*	0.	0.	0.
280.	*	0.	0.	0.
285.	*	0.	0.	0.
290.	*	0.	0.	0.
295.	*	0.	0.	0.
300.	*	0.	0.	0.
305.	*	0.	0.	0.
310.	*	0.	0.	0.
315.	*	0.	0.	0.

320.	*	0.	0.	0.
325.	*	0.	0.	0.
330.	*	0.	0.	0.
335.	*	0.	0.	0.
340.	*	0.	0.	0.
345.	*	0.	0.	0.
350.	*	0.	0.	0.
355.	*	0.	0.	0.
360.	*	0.	0.	0.
MAX	*	1.	1.	2.
DEGR.	*	100	150	125

THE HIGHEST CONCENTRATION OF 6. ug/m**3 OCCURRED AT RECEPTOR REC18.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 9:38:23

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. INT3APPR1-EB	65.6	6.6	-183.7	-68.9	261.	253.	AG	1161.	0.0	0.0	40.0		
2. INT3APPR2-EB	-183.7	-68.9	-538.1	-167.3	368.	254.	AG	1851.	0.0	0.0	40.0		
3. INT3APPR3-EB	-538.1	-167.3	-994.1	-246.1	463.	260.	AG	1851.	0.0	0.0	29.9		
4. INT3DEP1-EB	65.6	6.6	105.0	16.4	41.	76.	AG	1334.	0.0	0.0	40.0		
5. INT3DEP2-EB	105.0	16.4	748.0	216.5	673.	73.	AG	1351.	0.0	0.0	40.0		
6. INT3QMAIN1-EB	-23.0	-23.0	-141.9	-56.9	124.	254.	AG	0.	100.0	0.0	20.0	0.66	6.3
7. INT3QMAIN2-EB	-183.7	-68.9	-10003.0	-2796.5	*****	254.	AG	0.	100.0	0.0	9.8	2.11	517.7
8. INT3QMAIN3-EB	-538.1	-167.3	-10580.6	-1901.3	*****	260.	AG	0.	100.0	0.0	9.8	2.11	517.7
9. INT3QRIGHT-EB	-45.9	-36.1	-83.6	-47.8	39.	253.	AG	0.	100.0	0.0	13.1	0.21	2.0
10. INT3RIGHTDEP1-EB	-45.9	-36.1	19.7	-49.2	67.	101.	AG	57.	0.0	0.0	33.1		
11. INT3RIGHTDEP2-EB	-45.9	-36.1	124.7	-68.9	174.	101.	AG	128.	0.0	0.0	33.1		
12. INT3QLEFT-EB	-32.8	-9.8	-111.4	-36.0	83.	252.	AG	0.	100.0	0.0	11.2	0.49	4.2
13. INT3LEFTDEP-EB	-32.8	-9.8	-26.2	49.2	59.	6.	AG	505.	0.0	0.0	30.8		
14. INT3APPR1-WB	-32.8	6.6	728.3	246.1	798.	73.	AG	1328.	0.0	0.0	42.0		
15. INT3DEP1-WB	-32.8	6.6	-111.5	-19.7	83.	252.	AG	1541.	0.0	0.0	42.0		
16. INT3DEP2-WB	-111.5	-19.7	-534.8	-144.4	441.	254.	AG	1942.	0.0	0.0	42.0		
17. INT3DEP3-WB	-534.8	-144.4	-1017.1	-229.7	490.	260.	AG	1942.	0.0	0.0	30.8		
18. INT3QMAIN1-WB	59.1	32.8	318.0	115.3	272.	72.	AG	0.	100.0	0.0	22.0	0.99	13.8
19. INT3QLEFT-WB	59.1	19.7	85.0	27.6	27.	73.	AG	0.	100.0	0.0	9.8	0.14	1.4
20. INT3LEFTDEP-WB	59.1	19.7	19.7	-49.2	79.	210.	AG	108.	0.0	0.0	29.9		
21. INT3RIGHTAPP1-WB	692.3	246.1	105.0	68.9	613.	253.	AG	54.	0.0	0.0	30.8		
22. INT3RIGHTAPP2-WB	105.0	68.9	36.1	65.6	69.	267.	AG	54.	0.0	0.0	30.8		
23. INT3RIGHTDEP1-WB	36.1	65.6	-16.4	82.0	55.	287.	AG	54.	0.0	0.0	30.8		
24. INT3RIGHTDEP2-WB	-16.4	82.0	-91.9	144.4	98.	310.	AG	54.	0.0	0.0	30.8		
25. INT3APPR1-NB	3.3	0.0	42.7	-36.1	53.	133.	AG	175.	0.0	0.0	29.9		
26. INT3APPR2-NB	42.7	-36.1	167.3	-223.1	225.	146.	AG	427.	0.0	0.0	29.9		
27. INT3APPR3-NB	167.3	-223.1	620.1	-849.7	773.	144.	AG	427.	0.0	0.0	29.9		
28. INT3DEP1-NB	3.3	0.0	-26.2	45.9	55.	327.	AG	680.	0.0	0.0	29.9		
29. INT3DEP2-NB	-59.1	45.9	-91.9	144.4	104.	342.	AG	734.	0.0	0.0	29.9		
30. INT3DEP3-NB	-91.9	144.4	-301.8	390.4	323.	320.	AG	734.	0.0	0.0	29.9		
31. INT3QMAIN1-NB	42.7	-36.1	1003.2	-1477.0	1732.	146.	AG	0.	100.0	0.0	9.8	1.52	88.0
32. INT3QMAIN2-NB	167.3	-223.1	1181.5	-1626.8	1732.	144.	AG	0.	100.0	0.0	9.8	1.52	88.0
33. INT3QRIGHT-NB	49.2	-32.8	49.2	-32.8	0.	151.	AG	0.	100.0	0.0	9.8	0.06	0.0
34. INT3RIGHTDEP1-NB	49.2	-32.8	65.6	6.6	43.	23.	AG	90.	0.0	0.0	29.9		
35. INT3RIGHTDEP2-NB	88.6	-105.0	137.8	-55.8	70.	45.	AG	50.	0.0	0.0	34.1		
36. INT3QLEFT-NB	32.8	-39.4	54.9	-72.5	40.	146.	AG	0.	100.0	0.0	9.8	0.27	2.0
37. INT3LEFTDEP-NB	32.8	-39.4	-32.8	6.6	80.	305.	AG	112.	0.0	0.0	29.9		
38. INT3APPR1-SB	19.7	-49.2	-39.4	29.5	98.	323.	AG	164.	0.0	0.0	32.2		
39. INT3APPR2-SB	-39.4	29.5	-147.6	170.6	178.	322.	AG	164.	0.0	0.0	32.2		
40. INT3APPR3-SB	-147.6	170.6	-321.5	367.5	263.	319.	AG	714.	0.0	0.0	32.2		
41. INT3DEP1-SB	19.7	-49.2	59.1	-98.4	63.	141.	AG	390.	0.0	0.0	32.2		
42. INT3DEP2-SB	59.1	-98.4	249.3	-360.9	324.	144.	AG	424.	0.0	0.0	32.2		
43. INT3DEP3-SB	249.3	-360.9	607.0	-859.6	614.	144.	AG	424.	0.0	0.0	32.2		
44. INT3QMAIN1-SB	-39.4	29.5	-88.5	93.6	81.	322.	AG	0.	100.0	0.0	12.1	0.78	4.1

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7

TIME : 9:38:23

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. INT3QMAIN2-SB	-147.6	170.6	-3790.0	4294.1	5502.	319.	AG	0.	100.0	0.0	12.1	3.40	279.5
46. INT3RIGHTAPPR1-SB	-216.5	236.2	-95.1	85.3	194.	141.	AG	401.	0.0	0.0	33.1		
47. INT3RIGHTAPPR2-SB	-95.1	85.3	-88.6	45.9	40.	171.	AG	401.	0.0	0.0	33.1		
48. INT3RIGHTDEP-SB	-88.6	45.9	-111.5	-19.7	70.	199.	AG	401.	0.0	0.0	33.1		
49. INT3QLEFT1-SB	-32.8	42.7	-53.2	68.8	33.	322.	AG	0.	100.0	0.0	9.8	0.25	1.7
50. INT3QLEFT2-SB	-114.8	147.6	-136.6	172.7	33.	319.	AG	0.	100.0	0.0	9.8	0.25	1.7
51. INT3LEFTDEP1-SB	-32.8	42.7	6.6	16.4	47.	124.	AG	88.	0.0	0.0	29.9		
52. INT3LEFTDEP2-SB	6.6	16.4	65.6	6.6	60.	99.	AG	88.	0.0	0.0	29.9		
53. INT3APPR1-NWB	42.7	-36.1	78.7	-55.8	41.	119.	AG	72.	0.0	0.0	29.9		
54. INT3APPR2-NWB	78.7	-55.8	137.8	-55.8	59.	90.	AG	208.	0.0	0.0	29.9		
55. INT3APPR3-NWB	137.8	-55.8	452.8	-65.6	315.	92.	AG	225.	0.0	0.0	29.9		
56. INT3APPR4-NWB	452.8	-65.6	1066.3	-193.6	627.	102.	AG	225.	0.0	0.0	29.9		
57. INT3RIGHTAPPR-SB	137.8	-55.8	98.4	-29.5	47.	304.	AG	18.	0.0	0.0	37.1		
58. INT3RIGHTDEP-SB	98.4	-29.5	105.0	16.4	46.	8.	AG	18.	0.0	0.0	37.1		
59. INT3QLEFT-SB	78.7	-55.8	44.9	-43.7	36.	290.	AG	0.	100.0	0.0	9.8	0.24	1.8
60. INT3LEFTDEP-SB	78.7	-55.8	59.1	-98.4	47.	205.	AG	34.	0.0	0.0	29.9		

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

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6. INT3QMAIN1-EB	91	39	0.0	1161	1600	0.04	2	3
7. INT3QMAIN2-EB	91	39	0.0	1851	1600	0.04	2	3
8. INT3QMAIN3-EB	91	39	0.0	1851	1600	0.04	2	3
9. INT3QRIGHT-EB	91	39	0.0	185	1600	0.04	2	3
12. INT3QLEFT-EB	91	30	0.0	505	1600	0.04	1	3
18. INT3QMAIN1-WB	91	51	0.0	1328	1600	0.04	2	3
19. INT3QLEFT-WB	91	46	0.0	108	1600	0.04	1	3
31. INT3QMAIN1-NB	91	73	0.0	427	1600	0.02	1	3
32. INT3QMAIN2-NB	91	73	0.0	427	1600	0.02	1	3
33. INT3QRIGHT-NB	91	0	0.0	90	1600	0.02	1	3
36. INT3QLEFT-NB	91	65	0.0	112	1600	0.02	1	3
44. INT3QMAIN1-SB	91	77	0.0	164	1600	0.02	1	3
45. INT3QMAIN2-SB	91	77	0.0	714	1600	0.02	1	3
49. INT3QLEFT1-SB	91	69	0.0	88	1600	0.02	1	3
50. INT3QLEFT2-SB	91	69	0.0	88	1600	0.02	1	3
59. INT3QLEFT-SB	91	65	0.0	101	1600	0.02	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9

17. R17-SDWK17	-45.9	-52.5	5.9
18. R18-SDWK18	-180.4	-85.3	5.9
19. R19-SDWK19	-275.6	-52.5	5.9
20. R20-SDWK20	-124.7	-6.6	5.9
21. R21-SDWK21	-105.0	45.9	5.9
22. R22-SDWK22	-111.5	78.7	5.9
23. R23-SDWK23	-223.1	216.5	5.9
24. R24	-114.8	469.2	5.9
25. R25	-49.2	380.6	5.9
26. R26	187.0	324.8	5.9
27. R27	210.0	229.7	5.9
28. R28	295.3	262.5	5.9
29. R29	324.8	16.4	5.9
30. R30	331.4	-16.4	5.9
31. R31	272.3	-111.5	5.9
32. R32	173.9	-111.5	5.9
33. R33	150.9	-144.4	5.9
34. R34	206.7	-242.8	5.9
35. R35	269.0	-328.1	5.9

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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
36. R36	-370.7	-603.7	5.9
37. R37	-410.1	-410.1	5.9
38. R38	-554.5	-436.4	5.9
39. R39	-623.4	-68.9	5.9
40. R40	-498.7	-36.1	5.9
41. R41	-518.4	39.4	5.9
42. R42 S	-643.0	147.6	5.9
43. R43	-364.2	354.3	5.9

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	3.	3.	5.	4.	1.	1.
5.	0.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	1.	3.	4.	5.	5.	1.	1.
10.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.	1.	2.	2.	1.	3.	3.	5.	5.	1.	1.
15.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.	1.	2.	2.	1.	3.	4.	5.	5.	1.	2.
20.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.	1.	2.	2.	1.	3.	4.	5.	5.	1.	2.
25.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.	1.	2.	2.	1.	3.	4.	5.	5.	1.	2.
30.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.	1.	2.	2.	2.	3.	4.	5.	6.	1.	2.
35.	0.	0.	0.	0.	0.	4.	5.	3.	2.	1.	1.	2.	2.	2.	3.	4.	5.	6.	1.	2.
40.	0.	0.	0.	0.	0.	5.	5.	4.	2.	1.	1.	2.	2.	1.	3.	4.	5.	6.	1.	2.
45.	0.	0.	0.	0.	0.	5.	6.	4.	2.	1.	1.	2.	2.	1.	3.	4.	5.	6.	1.	2.
50.	0.	0.	0.	0.	0.	5.	6.	4.	2.	1.	1.	2.	2.	1.	2.	4.	5.	6.	2.	2.

55.	*	0.	0.	0.	0.	0.	6.	6.	4.	2.	1.	1.	2.	2.	1.	2.	5.	6.	7.	3.	3.
60.	*	0.	0.	0.	1.	1.	6.	6.	4.	2.	0.	0.	2.	1.	1.	2.	4.	6.	7.	4.	4.
65.	*	0.	0.	1.	1.	1.	6.	6.	3.	2.	0.	0.	1.	1.	1.	2.	4.	6.	6.	5.	5.
70.	*	0.	1.	1.	2.	2.	5.	6.	2.	1.	0.	0.	1.	1.	0.	2.	4.	5.	6.	7.	6.
75.	*	0.	1.	2.	3.	3.	4.	5.	2.	1.	0.	0.	1.	0.	0.	2.	3.	4.	5.	8.	7.
80.	*	0.	2.	3.	4.	3.	3.	4.	1.	1.	0.	0.	1.	0.	0.	1.	2.	3.	4.	9.	8.
85.	*	0.	2.	3.	4.	4.	2.	3.	1.	0.	0.	0.	0.	0.	0.	1.	2.	2.	3.	8.	8.
90.	*	1.	2.	3.	4.	4.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	8.	8.
95.	*	1.	2.	3.	4.	4.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	2.	2.	1.	8.	7.
100.	*	1.	2.	3.	4.	4.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	2.	1.	1.	7.	7.
105.	*	1.	3.	3.	4.	4.	1.	1.	0.	1.	1.	0.	0.	0.	0.	2.	2.	1.	1.	7.	7.
110.	*	1.	3.	3.	4.	4.	1.	1.	0.	1.	1.	0.	0.	0.	0.	2.	2.	1.	1.	7.	6.
115.	*	1.	2.	3.	4.	4.	0.	1.	0.	0.	1.	0.	0.	0.	0.	2.	2.	1.	1.	6.	6.
120.	*	1.	2.	3.	4.	3.	0.	1.	0.	0.	1.	0.	0.	0.	0.	2.	2.	1.	0.	6.	6.
125.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	1.	6.	6.
130.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	2.	1.	0.	6.	6.
135.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	2.	1.	0.	5.	6.
140.	*	3.	2.	3.	3.	3.	0.	1.	0.	1.	0.	0.	0.	2.	2.	2.	2.	1.	0.	5.	5.
145.	*	3.	3.	3.	3.	3.	0.	1.	1.	1.	0.	0.	1.	2.	2.	2.	2.	0.	0.	5.	5.
150.	*	3.	3.	3.	3.	3.	0.	1.	1.	1.	0.	0.	1.	2.	2.	1.	1.	0.	0.	5.	4.
155.	*	4.	3.	3.	4.	3.	0.	1.	1.	1.	0.	0.	1.	2.	2.	1.	1.	0.	0.	5.	4.
160.	*	4.	3.	3.	4.	3.	0.	1.	1.	1.	0.	0.	1.	2.	2.	0.	0.	0.	0.	5.	4.
165.	*	4.	3.	3.	4.	3.	0.	1.	1.	1.	0.	0.	1.	2.	2.	0.	0.	0.	0.	5.	4.
170.	*	4.	3.	3.	4.	3.	0.	1.	1.	1.	0.	0.	1.	2.	2.	0.	0.	0.	0.	5.	4.
175.	*	4.	3.	3.	4.	3.	0.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	5.	4.
180.	*	4.	3.	3.	4.	3.	0.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	5.	4.
185.	*	4.	3.	3.	4.	3.	0.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	5.	4.
190.	*	4.	3.	3.	4.	3.	0.	1.	1.	1.	1.	0.	0.	1.	2.	2.	0.	0.	0.	5.	4.
195.	*	4.	3.	3.	4.	3.	1.	1.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	5.	5.
200.	*	4.	3.	3.	4.	4.	1.	1.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	6.	5.
205.	*	4.	3.	3.	4.	4.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	6.	5.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20 REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40 REC41 REC42 REC43

210.	*	4.	3.	3.	4.	4.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	0.	6.	5.
215.	*	4.	3.	4.	4.	4.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	0.	6.	6.
220.	*	4.	3.	4.	4.	4.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	1.	7.	6.
225.	*	4.	4.	4.	4.	4.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	1.	7.	7.
230.	*	4.	4.	4.	4.	5.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	1.	8.	7.
235.	*	3.	4.	5.	5.	5.	2.	2.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	2.	8.	8.
240.	*	3.	4.	5.	5.	5.	3.	3.	1.	1.	1.	0.	1.	1.	1.	0.	0.	1.	3.	9.	9.
245.	*	3.	4.	4.	5.	5.	4.	5.	2.	2.	1.	0.	1.	2.	1.	0.	1.	2.	4.	9.	9.
250.	*	2.	3.	4.	4.	4.	6.	6.	2.	2.	1.	1.	1.	2.	2.	0.	2.	4.	6.	9.	8.
255.	*	2.	3.	3.	3.	4.	7.	7.	4.	3.	2.	1.	2.	2.	2.	0.	2.	5.	8.	8.	8.
260.	*	2.	2.	2.	3.	2.	7.	8.	5.	4.	2.	1.	3.	3.	2.	1.	3.	6.	9.	6.	6.
265.	*	2.	1.	1.	2.	2.	7.	8.	5.	4.	2.	2.	3.	3.	3.	1.	4.	7.	9.	4.	4.
270.	*	2.	1.	1.	1.	1.	7.	7.	5.	4.	3.	2.	4.	4.	3.	2.	4.	7.	9.	3.	3.
275.	*	2.	1.	1.	1.	0.	6.	7.	5.	4.	2.	2.	4.	4.	3.	2.	4.	6.	8.	2.	2.
280.	*	2.	1.	1.	1.	0.	6.	6.	4.	3.	2.	2.	4.	4.	3.	2.	4.	5.	8.	1.	1.
285.	*	2.	1.	1.	1.	0.	5.	6.	4.	3.	2.	2.	3.	4.	3.	2.	4.	5.	7.	1.	1.
290.	*	3.	2.	1.	1.	0.	5.	6.	4.	3.	2.	2.	3.	4.	3.	2.	3.	5.	7.	1.	1.
295.	*	3.	2.	1.	1.	0.	4.	6.	4.	3.	2.	2.	3.	4.	3.	2.	3.	5.	6.	1.	0.
300.	*	3.	2.	1.	1.	0.	4.	5.	4.	3.	2.	2.	3.	4.	3.	2.	3.	5.	6.	1.	0.
305.	*	3.	2.	1.	1.	0.	4.	5.	4.	3.	2.	2.	3.	4.	4.	2.	3.	4.	6.	0.	0.
310.	*	2.	2.	1.	0.	0.	4.	5.	4.	3.	2.	2.	3.	4.	4.	2.	3.	4.	5.	0.	0.
315.	*	2.	1.	1.	0.	0.	4.	5.	4.	3.	1.	2.	3.	4.	3.	2.	4.	4.	5.	0.	0.
320.	*	2.	1.	0.	0.	0.	3.	4.	3.	2.	1.	2.	3.	4.	3.	3.	4.	4.	5.	0.	0.
325.	*	1.	1.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	3.	3.	3.	5.	5.	5.	0.	1.
330.	*	1.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	3.	2.	3.	5.	5.	5.	0.	1.

335.	*	0.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	3.	4.	5.	5.	0.	1.
340.	*	0.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	3.	4.	5.	5.	0.	1.
345.	*	0.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	3.	4.	5.	5.	0.	1.
350.	*	0.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	1.	3.	4.	5.	5.	0.	1.
355.	*	0.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	1.	3.	4.	5.	5.	0.	1.
360.	*	0.	0.	0.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	3.	3.	5.	4.	1.	1.
MAX	*	4.	4.	5.	5.	5.	7.	8.	5.	4.	3.	2.	4.	4.	4.	3.	5.	7.	9.	9.	9.
DEGR.	*	185	235	235	240	240	265	260	265	265	270	280	270	305	305	340	325	265	265	245	245

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
5.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
10.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
15.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
20.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
25.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	1.	1.	1.	1.	1.	0.	0.
30.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	1.	1.	1.	1.	1.	0.	0.
35.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	0.	1.	1.	1.	0.	0.
40.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	0.	1.	1.	1.	0.	0.
45.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	1.	0.	1.	1.	1.	0.	0.
50.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	0.	0.	1.	1.	0.	0.
55.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
60.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
65.	*	2.	2.	2.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	0.	0.	0.	0.	0.	1.	1.
70.	*	3.	2.	2.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
75.	*	4.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
80.	*	4.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
85.	*	4.	4.	3.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
90.	*	5.	4.	3.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	2.
95.	*	5.	4.	3.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
100.	*	5.	4.	4.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
105.	*	4.	4.	4.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
110.	*	4.	4.	4.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
115.	*	4.	4.	4.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
120.	*	4.	4.	4.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
125.	*	4.	4.	4.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.
130.	*	4.	4.	3.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
135.	*	4.	4.	3.	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	2.	2.
140.	*	4.	4.	3.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
145.	*	4.	4.	2.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
150.	*	3.	3.	2.	1.	1.	1.	2.	1.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	2.	2.
155.	*	3.	3.	1.	1.	1.	1.	2.	1.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	2.	2.
160.	*	3.	2.	1.	1.	1.	1.	2.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	2.	2.
165.	*	3.	3.	1.	1.	1.	1.	2.	2.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	2.	2.
170.	*	3.	2.	1.	1.	1.	1.	2.	2.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	2.	2.
175.	*	3.	2.	1.	1.	1.	1.	2.	2.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	2.	2.
180.	*	3.	2.	1.	1.	1.	1.	2.	2.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	2.	2.
185.	*	3.	2.	1.	1.	1.	1.	2.	2.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	2.	2.
190.	*	3.	2.	1.	1.	1.	1.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
195.	*	3.	2.	1.	1.	1.	1.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
200.	*	3.	2.	1.	1.	1.	1.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.

205.	*	3.	2.	1.	2.	2.	1.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	*	3.	2.	1.	1.	2.	1.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
215.	*	3.	3.	1.	1.	2.	1.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
220.	*	4.	3.	1.	1.	2.	1.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	3.	2.
225.	*	4.	3.	1.	1.	2.	1.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	3.	2.
230.	*	4.	3.	1.	1.	2.	2.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	3.	3.
235.	*	4.	3.	1.	1.	1.	2.	2.	2.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	3.	2.
240.	*	4.	3.	1.	1.	1.	1.	2.	2.	1.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
245.	*	4.	2.	0.	0.	1.	1.	2.	2.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
250.	*	3.	2.	0.	0.	1.	1.	1.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	2.	2.
255.	*	2.	1.	0.	0.	0.	1.	1.	1.	2.	2.	1.	2.	2.	1.	1.	0.	0.	0.	1.	1.
260.	*	1.	1.	0.	0.	0.	0.	1.	1.	3.	2.	2.	2.	2.	2.	1.	0.	0.	0.	0.	1.
265.	*	1.	0.	0.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.
270.	*	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	2.	3.	3.	2.	2.	0.	0.	0.	0.	0.
275.	*	0.	0.	0.	0.	0.	0.	0.	0.	3.	2.	2.	3.	3.	2.	2.	0.	0.	0.	0.	0.
280.	*	0.	0.	0.	0.	0.	0.	0.	0.	3.	2.	2.	3.	3.	3.	2.	0.	0.	0.	0.	0.
285.	*	0.	0.	0.	0.	0.	0.	0.	0.	3.	2.	2.	2.	3.	3.	3.	0.	1.	0.	0.	0.
290.	*	0.	0.	0.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	3.	3.	0.	1.	0.	0.	0.
295.	*	0.	0.	0.	0.	0.	0.	0.	0.	3.	2.	2.	2.	3.	3.	3.	0.	1.	1.	0.	0.
300.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	3.	3.	0.	1.	1.	0.	0.
305.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	2.	3.	3.	2.	1.	1.	1.	0.	0.
310.	*	0.	1.	0.	0.	0.	0.	0.	0.	2.	2.	2.	2.	3.	3.	3.	1.	1.	1.	0.	0.
315.	*	1.	1.	1.	0.	0.	0.	0.	0.	2.	2.	2.	2.	3.	3.	2.	1.	1.	1.	0.	0.
320.	*	1.	2.	1.	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	3.	2.	1.	1.	1.	0.	0.
325.	*	1.	2.	1.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	2.	1.	1.	1.	0.	0.
330.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	2.	1.	1.	1.	0.	0.
335.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	1.	1.	1.	1.	1.	0.	0.
340.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
345.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
350.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
355.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
360.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	2.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.
MAX DEGR.	*	5. 90	4. 105	4. 115	2. 205	2. 210	2. 230	2. 235	2. 230	3. 270	3. 270	2. 280	3. 270	3. 275	3. 290	3. 310	1. 5	1. 5	1. 20	3. 95	3. 100

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
0.	*	0.	0.	0.
5.	*	0.	0.	0.
10.	*	0.	0.	0.
15.	*	0.	0.	0.
20.	*	0.	0.	0.
25.	*	0.	0.	0.

30.	*	0.	0.	0.
35.	*	0.	0.	0.
40.	*	0.	0.	0.
45.	*	0.	0.	0.
50.	*	0.	0.	0.
55.	*	0.	0.	0.
60.	*	0.	0.	1.
65.	*	0.	0.	1.
70.	*	0.	0.	1.
75.	*	1.	0.	1.
80.	*	1.	0.	1.
85.	*	1.	1.	1.
90.	*	2.	1.	2.
95.	*	1.	1.	2.
100.	*	2.	1.	2.
105.	*	2.	1.	2.
110.	*	2.	1.	2.
115.	*	2.	1.	2.
120.	*	2.	1.	2.
125.	*	2.	1.	2.
130.	*	2.	1.	2.
135.	*	2.	1.	2.
140.	*	2.	1.	1.
145.	*	2.	1.	1.
150.	*	2.	1.	1.
155.	*	2.	1.	1.
160.	*	2.	1.	1.
165.	*	2.	1.	1.
170.	*	2.	1.	1.
175.	*	2.	1.	1.
180.	*	2.	1.	1.
185.	*	2.	1.	1.
190.	*	2.	1.	1.
195.	*	2.	1.	1.
200.	*	2.	1.	1.
205.	*	2.	1.	1.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
210.	*	2.	1.	1.
215.	*	2.	1.	1.
220.	*	2.	1.	1.
225.	*	2.	0.	0.
230.	*	2.	0.	0.
235.	*	1.	0.	0.
240.	*	1.	0.	0.
245.	*	1.	0.	0.
250.	*	0.	0.	0.
255.	*	0.	0.	0.
260.	*	0.	0.	0.
265.	*	0.	0.	0.
270.	*	0.	0.	0.
275.	*	0.	0.	0.
280.	*	0.	0.	0.
285.	*	0.	0.	0.
290.	*	0.	0.	0.
295.	*	0.	0.	0.
300.	*	0.	0.	0.
305.	*	0.	0.	0.
310.	*	0.	0.	0.
315.	*	0.	0.	0.

320.	*	0.	0.	0.
325.	*	0.	0.	0.
330.	*	0.	0.	0.
335.	*	0.	0.	0.
340.	*	0.	0.	0.
345.	*	0.	0.	0.
350.	*	0.	0.	0.
355.	*	0.	0.	0.
360.	*	0.	0.	0.
MAX	*	2.	1.	2.
DEGR.	*	110	125	115

THE HIGHEST CONCENTRATION OF 9. ug/m**3 OCCURRED AT RECEPTOR REC18.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 9:44:37

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. INT3APPR1-EB	65.6	6.6	-183.7	-68.9	261.	253.	AG	1656.	0.0	0.0	40.0		
2. INT3APPR2-EB	-183.7	-68.9	-538.1	-167.3	368.	254.	AG	2717.	0.0	0.0	40.0		
3. INT3APPR3-EB	-538.1	-167.3	-994.1	-246.1	463.	260.	AG	2717.	0.0	0.0	29.9		
4. INT3DEP1-EB	65.6	6.6	105.0	16.4	41.	76.	AG	1834.	0.0	0.0	40.0		
5. INT3DEP2-EB	105.0	16.4	748.0	216.5	673.	73.	AG	1852.	0.0	0.0	40.0		
6. INT3QMAIN1-EB	-23.0	-23.0	-258.0	-90.1	244.	254.	AG	0.	100.0	0.0	20.0	0.86	12.4
7. INT3QMAIN2-EB	-183.7	-68.9	-17910.5	-4993.0	*****	254.	AG	0.	100.0	0.0	9.8	2.83	934.6
8. INT3QMAIN3-EB	-538.1	-167.3	-18667.8	-3297.6	*****	260.	AG	0.	100.0	0.0	9.8	2.83	934.6
9. INT3QRIGHT-EB	-45.9	-36.1	-150.6	-68.6	110.	253.	AG	0.	100.0	0.0	13.1	0.39	5.6
10. INT3RIGHTDEP1-EB	-45.9	-36.1	19.7	-49.2	67.	101.	AG	156.	0.0	0.0	33.1		
11. INT3RIGHTDEP2-EB	-45.9	-36.1	124.7	-68.9	174.	101.	AG	215.	0.0	0.0	33.1		
12. INT3QLEFT-EB	-32.8	-9.8	-186.7	-61.1	162.	252.	AG	0.	100.0	0.0	11.2	0.64	8.2
13. INT3LEFTDEP-EB	-32.8	-9.8	-26.2	49.2	59.	6.	AG	690.	0.0	0.0	30.8		
14. INT3APPR1-WB	-32.8	6.6	728.3	246.1	798.	73.	AG	1744.	0.0	0.0	42.0		
15. INT3DEP1-WB	-32.8	6.6	-111.5	-19.7	83.	252.	AG	2113.	0.0	0.0	42.0		
16. INT3DEP2-WB	-111.5	-19.7	-534.8	-144.4	441.	254.	AG	2670.	0.0	0.0	42.0		
17. INT3DEP3-WB	-534.8	-144.4	-1017.1	-229.7	490.	260.	AG	2670.	0.0	0.0	30.8		
18. INT3QMAIN1-WB	59.1	32.8	2271.4	737.7	2322.	72.	AG	0.	100.0	0.0	22.0	1.27	118.0
19. INT3QLEFT-WB	59.1	19.7	99.2	31.9	42.	73.	AG	0.	100.0	0.0	9.8	0.14	2.1
20. INT3LEFTDEP-WB	59.1	19.7	19.7	-49.2	79.	210.	AG	108.	0.0	0.0	29.9		
21. INT3RIGHTAPP1-WB	692.3	246.1	105.0	68.9	613.	253.	AG	54.	0.0	0.0	30.8		
22. INT3RIGHTAPP2-WB	105.0	68.9	36.1	65.6	69.	267.	AG	54.	0.0	0.0	30.8		
23. INT3RIGHTDEP1-WB	36.1	65.6	-16.4	82.0	55.	287.	AG	54.	0.0	0.0	30.8		
24. INT3RIGHTDEP2-WB	-16.4	82.0	-91.9	144.4	98.	310.	AG	54.	0.0	0.0	30.8		
25. INT3APPR1-NB	3.3	0.0	42.7	-36.1	53.	133.	AG	175.	0.0	0.0	29.9		
26. INT3APPR2-NB	42.7	-36.1	167.3	-223.1	225.	146.	AG	510.	0.0	0.0	29.9		
27. INT3APPR3-NB	167.3	-223.1	620.1	-849.7	773.	144.	AG	510.	0.0	0.0	29.9		
28. INT3DEP1-NB	3.3	0.0	-26.2	45.9	55.	327.	AG	865.	0.0	0.0	29.9		
29. INT3DEP2-NB	-59.1	45.9	-91.9	144.4	104.	342.	AG	919.	0.0	0.0	29.9		
30. INT3DEP3-NB	-91.9	144.4	-301.8	390.4	323.	320.	AG	919.	0.0	0.0	29.9		
31. INT3QMAIN1-NB	42.7	-36.1	1395.5	-2065.3	2439.	146.	AG	0.	100.0	0.0	9.8	1.66	123.9
32. INT3QMAIN2-NB	167.3	-223.1	1595.6	-2199.9	2439.	144.	AG	0.	100.0	0.0	9.8	1.66	123.9
33. INT3QRIGHT-NB	49.2	-32.8	49.2	-32.8	0.	151.	AG	0.	100.0	0.0	9.8	0.06	0.0
34. INT3RIGHTDEP1-NB	49.2	-32.8	65.6	6.6	43.	23.	AG	90.	0.0	0.0	29.9		
35. INT3RIGHTDEP2-NB	88.6	-105.0	137.8	-55.8	70.	45.	AG	50.	0.0	0.0	34.1		
36. INT3QLEFT-NB	32.8	-39.4	91.4	-127.2	106.	146.	AG	0.	100.0	0.0	9.8	0.44	5.4
37. INT3LEFTDEP-NB	32.8	-39.4	-32.8	6.6	80.	305.	AG	195.	0.0	0.0	29.9		
38. INT3APPR1-SB	19.7	-49.2	-39.4	29.5	98.	323.	AG	164.	0.0	0.0	32.2		
39. INT3APPR2-SB	-39.4	29.5	-147.6	170.6	178.	322.	AG	164.	0.0	0.0	32.2		
40. INT3APPR3-SB	-147.6	170.6	-321.5	367.5	263.	319.	AG	870.	0.0	0.0	32.2		
41. INT3DEP1-SB	19.7	-49.2	59.1	-98.4	63.	141.	AG	489.	0.0	0.0	32.2		
42. INT3DEP2-SB	59.1	-98.4	249.3	-360.9	324.	144.	AG	523.	0.0	0.0	32.2		
43. INT3DEP3-SB	249.3	-360.9	607.0	-859.6	614.	144.	AG	523.	0.0	0.0	32.2		
44. INT3QMAIN1-SB	-39.4	29.5	-169.5	199.0	214.	322.	AG	0.	100.0	0.0	12.1	1.02	10.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7

TIME : 9:44:37

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. INT3QMAIN2-SB	-147.6	170.6	-5386.2	6101.1	7913.	319.	AG	0.	100.0	0.0	12.1	5.44	402.0
46. INT3RIGHTAPPR1-SB	-216.5	236.2	-95.1	85.3	194.	141.	AG	557.	0.0	0.0	33.1		
47. INT3RIGHTAPPR2-SB	-95.1	85.3	-88.6	45.9	40.	171.	AG	557.	0.0	0.0	33.1		
48. INT3RIGHTDEP-SB	-88.6	45.9	-111.5	-19.7	70.	199.	AG	557.	0.0	0.0	33.1		
49. INT3QLEFT1-SB	-32.8	42.7	-67.2	86.6	56.	322.	AG	0.	100.0	0.0	9.8	0.35	2.8
50. INT3QLEFT2-SB	-114.8	147.6	-151.5	189.7	56.	319.	AG	0.	100.0	0.0	9.8	0.35	2.8
51. INT3LEFTDEP1-SB	-32.8	42.7	6.6	16.4	47.	124.	AG	88.	0.0	0.0	29.9		
52. INT3LEFTDEP2-SB	6.6	16.4	65.6	6.6	60.	99.	AG	88.	0.0	0.0	29.9		
53. INT3APPR1-NWB	42.7	-36.1	78.7	-55.8	41.	119.	AG	72.	0.0	0.0	29.9		
54. INT3APPR2-NWB	78.7	-55.8	137.8	-55.8	59.	90.	AG	280.	0.0	0.0	29.9		
55. INT3APPR3-NWB	137.8	-55.8	452.8	-65.6	315.	92.	AG	298.	0.0	0.0	29.9		
56. INT3APPR4-NWB	452.8	-65.6	1066.3	-193.6	627.	102.	AG	298.	0.0	0.0	29.9		
57. INT3RIGHTAPPR-SB	137.8	-55.8	98.4	-29.5	47.	304.	AG	18.	0.0	0.0	37.1		
58. INT3RIGHTDEP-SB	98.4	-29.5	105.0	16.4	46.	8.	AG	18.	0.0	0.0	37.1		
59. INT3QLEFT-SB	78.7	-55.8	-10.0	-24.1	94.	290.	AG	0.	100.0	0.0	9.8	0.39	4.8
60. INT3LEFTDEP-SB	78.7	-55.8	59.1	-98.4	47.	205.	AG	34.	0.0	0.0	29.9		

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6. INT3QMAIN1-EB	140	54	0.0	1656	1600	0.04	2	3
7. INT3QMAIN2-EB	140	54	0.0	2717	1600	0.04	2	3
8. INT3QMAIN3-EB	140	54	0.0	2717	1600	0.04	2	3
9. INT3QRIGHT-EB	140	54	0.0	371	1600	0.04	2	3
12. INT3QLEFT-EB	140	43	0.0	690	1600	0.04	1	3
18. INT3QMAIN1-WB	140	78	0.0	1744	1600	0.04	2	3
19. INT3QLEFT-WB	140	71	0.0	108	1600	0.04	1	3
31. INT3QMAIN1-NB	140	111	0.0	510	1600	0.02	1	3
32. INT3QMAIN2-NB	140	111	0.0	510	1600	0.02	1	3
33. INT3QRIGHT-NB	140	0	0.0	90	1600	0.02	1	3
36. INT3QLEFT-NB	140	99	0.0	195	1600	0.02	1	3
44. INT3QMAIN1-SB	140	124	0.0	164	1600	0.02	1	3
45. INT3QMAIN2-SB	140	124	0.0	870	1600	0.02	1	3
49. INT3QLEFT1-SB	140	116	0.0	88	1600	0.02	1	3
50. INT3QLEFT2-SB	140	116	0.0	88	1600	0.02	1	3
59. INT3QLEFT-SB	140	99	0.0	174	1600	0.02	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9

17. R17-SDWK17	*	-45.9	-52.5	5.9 *
18. R18-SDWK18	*	-180.4	-85.3	5.9 *
19. R19-SDWK19	*	-275.6	-52.5	5.9 *
20. R20-SDWK20	*	-124.7	-6.6	5.9 *
21. R21-SDWK21	*	-105.0	45.9	5.9 *
22. R22-SDWK22	*	-111.5	78.7	5.9 *
23. R23-SDWK23	*	-223.1	216.5	5.9 *
24. R24	*	-114.8	469.2	5.9 *
25. R25	*	-49.2	380.6	5.9 *
26. R26	*	187.0	324.8	5.9 *
27. R27	*	210.0	229.7	5.9 *
28. R28	*	295.3	262.5	5.9 *
29. R29	*	324.8	16.4	5.9 *
30. R30	*	331.4	-16.4	5.9 *
31. R31	*	272.3	-111.5	5.9 *
32. R32	*	173.9	-111.5	5.9 *
33. R33	*	150.9	-144.4	5.9 *
34. R34	*	206.7	-242.8	5.9 *
35. R35	*	269.0	-328.1	5.9 *

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 9:44:37

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
36. R36	*	-370.7	-603.7	5.9	*
37. R37	*	-410.1	-410.1	5.9	*
38. R38	*	-554.5	-436.4	5.9	*
39. R39	*	-623.4	-68.9	5.9	*
40. R40	*	-498.7	-36.1	5.9	*
41. R41	*	-518.4	39.4	5.9	*
42. R42 S	*	-643.0	147.6	5.9	*
43. R43	*	-364.2	354.3	5.9	*

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (ug/m**3) * REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	* 0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	2.	2.	4.	5.	6.	7.	1.	2.
5.	* 0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	2.	2.	2.	4.	5.	6.	7.	1.	2.
10.	* 0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	2.	3.	2.	4.	5.	6.	7.	1.	2.
15.	* 0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	3.	2.	3.	5.	6.	7.	1.	2.
20.	* 0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	3.	2.	4.	5.	6.	8.	1.	2.
25.	* 0.	0.	0.	0.	0.	6.	6.	4.	3.	2.	2.	3.	3.	2.	3.	5.	6.	8.	1.	2.
30.	* 0.	0.	0.	0.	0.	6.	6.	4.	3.	2.	2.	3.	2.	2.	3.	5.	6.	8.	1.	2.
35.	* 0.	0.	0.	0.	0.	6.	6.	4.	3.	2.	2.	3.	3.	2.	3.	5.	7.	8.	2.	2.
40.	* 0.	0.	0.	0.	0.	7.	7.	5.	3.	2.	2.	3.	3.	2.	3.	6.	7.	9.	2.	2.
45.	* 0.	0.	0.	0.	0.	7.	7.	5.	4.	2.	2.	3.	3.	2.	3.	6.	7.	9.	2.	3.
50.	* 0.	0.	0.	0.	0.	8.	8.	5.	3.	1.	1.	3.	3.	2.	3.	6.	8.	9.	3.	3.

55.	*	0.	0.	0.	0.	0.	8.	8.	5.	3.	1.	1.	3.	2.	2.	3.	6.	8.	10.	4.	4.
60.	*	0.	0.	0.	1.	1.	8.	9.	5.	3.	1.	1.	2.	2.	1.	3.	6.	8.	9.	5.	5.
65.	*	0.	0.	1.	2.	2.	8.	9.	4.	3.	0.	1.	2.	2.	1.	2.	6.	8.	9.	7.	7.
70.	*	0.	1.	2.	3.	3.	7.	8.	3.	2.	0.	1.	2.	1.	1.	2.	5.	7.	8.	9.	9.
75.	*	0.	2.	3.	4.	4.	6.	7.	2.	1.	0.	0.	1.	1.	0.	2.	4.	6.	7.	11.	10.
80.	*	0.	2.	4.	5.	5.	5.	5.	2.	1.	0.	1.	1.	0.	0.	2.	4.	5.	6.	12.	11.
85.	*	1.	3.	4.	5.	6.	3.	4.	1.	1.	0.	0.	1.	0.	0.	2.	3.	4.	4.	12.	11.
90.	*	1.	3.	4.	6.	6.	2.	3.	0.	1.	1.	0.	0.	0.	0.	2.	2.	3.	3.	12.	11.
95.	*	1.	3.	4.	6.	6.	2.	2.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	2.	11.	11.
100.	*	1.	3.	4.	6.	6.	1.	2.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	1.	10.	10.
105.	*	1.	3.	4.	5.	6.	1.	1.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	1.	10.	10.
110.	*	2.	3.	4.	5.	5.	1.	1.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	1.	10.	9.
115.	*	2.	3.	4.	5.	5.	1.	1.	0.	1.	1.	0.	0.	0.	0.	2.	2.	1.	1.	9.	9.
120.	*	2.	3.	4.	5.	5.	1.	1.	0.	1.	1.	0.	0.	0.	0.	2.	2.	1.	1.	9.	8.
125.	*	2.	3.	4.	4.	5.	1.	1.	0.	1.	1.	0.	0.	0.	0.	2.	3.	1.	1.	8.	8.
130.	*	2.	3.	3.	4.	4.	1.	1.	0.	1.	1.	0.	0.	1.	1.	3.	2.	1.	1.	8.	8.
135.	*	3.	3.	4.	4.	4.	0.	1.	0.	1.	1.	0.	0.	1.	1.	3.	2.	1.	0.	8.	7.
140.	*	4.	3.	4.	4.	4.	0.	1.	1.	1.	0.	0.	0.	2.	2.	3.	2.	1.	0.	7.	7.
145.	*	4.	3.	4.	4.	4.	0.	1.	1.	1.	0.	0.	1.	2.	2.	2.	2.	1.	0.	7.	7.
150.	*	5.	4.	4.	4.	4.	0.	1.	1.	1.	0.	0.	1.	3.	3.	2.	1.	0.	0.	7.	7.
155.	*	5.	4.	4.	5.	4.	0.	1.	1.	1.	0.	0.	1.	3.	3.	1.	1.	0.	0.	7.	6.
160.	*	5.	4.	4.	5.	4.	0.	1.	1.	1.	0.	0.	1.	3.	3.	1.	0.	0.	0.	7.	6.
165.	*	5.	4.	4.	5.	5.	0.	1.	1.	1.	1.	0.	1.	3.	3.	0.	0.	0.	0.	7.	6.
170.	*	5.	4.	4.	5.	5.	0.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	7.	6.
175.	*	5.	4.	4.	5.	4.	0.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	7.	6.
180.	*	5.	4.	4.	5.	4.	0.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	7.	6.
185.	*	5.	4.	4.	5.	4.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	7.	7.
190.	*	5.	4.	4.	5.	5.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	7.	7.
195.	*	5.	4.	4.	5.	5.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	8.	7.
200.	*	5.	4.	4.	5.	5.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	0.	8.	7.
205.	*	5.	4.	4.	5.	5.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	1.	8.	7.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20 REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40 REC41 REC42 REC43

210.	*	5.	4.	5.	5.	5.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	1.	8.	8.
215.	*	5.	4.	5.	5.	5.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	1.	9.	8.
220.	*	5.	5.	5.	6.	6.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	1.	10.	9.
225.	*	5.	5.	6.	6.	6.	1.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	1.	10.	10.
230.	*	5.	5.	6.	6.	6.	2.	2.	1.	1.	1.	0.	1.	2.	2.	0.	0.	0.	2.	11.	10.
235.	*	4.	6.	6.	7.	7.	3.	3.	1.	2.	1.	0.	1.	2.	2.	0.	0.	1.	2.	12.	12.
240.	*	4.	6.	7.	7.	7.	4.	4.	2.	2.	1.	0.	1.	2.	2.	0.	0.	2.	4.	12.	12.
245.	*	3.	5.	6.	7.	7.	6.	6.	3.	2.	1.	0.	1.	2.	2.	0.	1.	3.	6.	12.	12.
250.	*	3.	4.	5.	6.	6.	7.	9.	4.	3.	2.	1.	2.	2.	2.	0.	2.	5.	9.	12.	12.
255.	*	3.	3.	4.	5.	5.	9.	10.	5.	4.	2.	1.	3.	3.	2.	1.	4.	7.	11.	11.	10.
260.	*	3.	2.	3.	4.	3.	10.	11.	7.	5.	3.	2.	4.	4.	3.	1.	5.	9.	13.	9.	8.
265.	*	3.	2.	2.	2.	2.	10.	11.	7.	5.	3.	2.	4.	4.	4.	2.	6.	10.	13.	6.	6.
270.	*	3.	2.	1.	2.	1.	9.	10.	7.	6.	3.	3.	5.	5.	4.	2.	6.	9.	13.	4.	4.
275.	*	3.	2.	1.	1.	1.	8.	9.	6.	5.	3.	3.	5.	5.	4.	3.	6.	8.	12.	3.	2.
280.	*	3.	2.	1.	1.	0.	7.	9.	6.	5.	3.	3.	5.	5.	4.	3.	6.	8.	11.	2.	2.
285.	*	3.	2.	1.	1.	0.	7.	8.	6.	4.	3.	2.	5.	5.	4.	3.	5.	7.	10.	1.	1.
290.	*	3.	2.	1.	1.	0.	7.	8.	6.	4.	3.	3.	5.	5.	4.	3.	5.	7.	10.	1.	1.
295.	*	3.	2.	1.	1.	0.	6.	7.	5.	4.	2.	3.	5.	5.	4.	2.	5.	7.	9.	1.	1.
300.	*	3.	2.	1.	1.	0.	6.	7.	5.	4.	2.	3.	4.	5.	4.	2.	5.	6.	8.	1.	1.
305.	*	3.	2.	1.	1.	0.	5.	7.	5.	4.	2.	2.	5.	5.	5.	2.	5.	6.	8.	1.	1.
310.	*	3.	2.	1.	1.	0.	5.	6.	5.	4.	2.	2.	4.	5.	5.	3.	5.	6.	8.	1.	0.
315.	*	3.	2.	1.	0.	0.	5.	6.	5.	4.	2.	2.	4.	5.	5.	3.	6.	6.	8.	0.	0.
320.	*	2.	1.	0.	0.	0.	5.	6.	4.	3.	2.	2.	4.	5.	4.	3.	6.	6.	7.	0.	1.
325.	*	2.	1.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	5.	4.	4.	6.	6.	7.	0.	1.
330.	*	1.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	4.	3.	4.	7.	7.	7.	0.	1.

335.	*	1.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	3.	3.	4.	6.	7.	7.	0.	1.
340.	*	0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	3.	2.	4.	6.	7.	7.	0.	1.
345.	*	0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	3.	2.	4.	6.	7.	7.	0.	1.
350.	*	0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	2.	3.	2.	4.	5.	7.	7.	0.	1.
355.	*	0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	2.	2.	4.	5.	6.	7.	0.	2.
360.	*	0.	0.	0.	0.	0.	5.	5.	4.	3.	2.	2.	3.	2.	2.	4.	5.	6.	7.	1.	2.
MAX	*	5.	6.	7.	7.	7.	10.	11.	7.	6.	3.	3.	5.	5.	5.	4.	7.	10.	13.	12.	12.
DEGR.	*	160	240	240	245	240	260	260	265	270	270	290	275	310	310	325	330	265	265	245	245

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	3.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
5.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
10.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
15.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
20.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
25.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
30.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
35.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
40.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	3.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
45.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	3.	2.	2.	2.	1.	0.	1.	1.	2.	0.	0.
50.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	0.	1.	1.	2.	0.	0.
55.	*	2.	2.	3.	0.	0.	0.	0.	0.	3.	2.	1.	2.	2.	1.	0.	1.	2.	2.	0.	0.
60.	*	3.	2.	3.	0.	0.	0.	0.	0.	3.	2.	1.	2.	1.	0.	0.	0.	1.	1.	0.	0.
65.	*	3.	2.	3.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.
70.	*	4.	3.	3.	0.	0.	0.	0.	0.	2.	1.	0.	1.	1.	0.	0.	0.	0.	1.	2.	1.
75.	*	5.	4.	3.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	2.	2.
80.	*	6.	4.	3.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
85.	*	6.	5.	4.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
90.	*	6.	5.	4.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.
95.	*	6.	5.	4.	0.	0.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.
100.	*	6.	6.	5.	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.
105.	*	6.	6.	5.	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.
110.	*	6.	6.	5.	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.
115.	*	6.	5.	5.	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.
120.	*	6.	6.	5.	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.
125.	*	6.	6.	5.	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.
130.	*	6.	6.	4.	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.
135.	*	6.	5.	4.	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	3.	3.
140.	*	5.	5.	4.	1.	1.	1.	2.	2.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	3.	3.
145.	*	5.	5.	3.	1.	1.	1.	2.	2.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.
150.	*	5.	4.	3.	1.	1.	1.	2.	2.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	3.	3.
155.	*	4.	4.	2.	1.	1.	2.	2.	2.	0.	0.	0.	1.	2.	3.	2.	0.	0.	0.	3.	3.
160.	*	4.	4.	2.	1.	1.	2.	2.	2.	0.	0.	0.	1.	2.	3.	2.	0.	0.	0.	3.	3.
165.	*	4.	3.	2.	1.	1.	2.	2.	2.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	3.	3.
170.	*	4.	3.	2.	1.	1.	2.	2.	2.	1.	1.	0.	1.	2.	2.	2.	0.	0.	0.	3.	3.
175.	*	4.	3.	2.	1.	1.	2.	2.	2.	1.	1.	1.	1.	2.	2.	2.	0.	0.	0.	3.	3.
180.	*	4.	3.	2.	1.	2.	2.	2.	2.	0.	1.	1.	1.	2.	2.	2.	0.	0.	0.	3.	3.
185.	*	4.	3.	2.	2.	1.	2.	2.	2.	1.	1.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.
190.	*	4.	3.	2.	2.	2.	2.	2.	2.	1.	1.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.
195.	*	5.	3.	2.	2.	2.	2.	2.	2.	0.	1.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.
200.	*	4.	3.	2.	2.	2.	2.	2.	2.	0.	1.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.

205.	*	5.	3.	2.	2.	2.	1.	2.	2.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	*	5.	4.	2.	2.	2.	2.	2.	2.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.
215.	*	5.	4.	2.	2.	2.	2.	2.	2.	1.	1.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.
220.	*	5.	4.	2.	2.	2.	2.	2.	2.	0.	1.	0.	1.	1.	2.	2.	0.	0.	0.	4.	3.
225.	*	5.	4.	2.	2.	2.	2.	2.	2.	0.	1.	0.	1.	1.	2.	2.	0.	0.	0.	4.	4.
230.	*	6.	4.	2.	1.	2.	2.	3.	3.	0.	1.	0.	1.	1.	2.	2.	0.	0.	0.	4.	4.
235.	*	6.	4.	1.	1.	2.	2.	3.	3.	0.	0.	0.	1.	1.	2.	1.	0.	0.	0.	4.	3.
240.	*	5.	4.	1.	1.	1.	2.	3.	2.	1.	1.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.
245.	*	5.	3.	1.	0.	1.	2.	2.	2.	1.	1.	0.	1.	1.	2.	2.	0.	0.	0.	3.	3.
250.	*	4.	2.	0.	0.	1.	1.	2.	2.	2.	2.	1.	1.	2.	2.	2.	0.	0.	0.	2.	2.
255.	*	3.	2.	0.	0.	1.	1.	1.	1.	3.	3.	1.	2.	2.	2.	2.	0.	0.	0.	1.	2.
260.	*	2.	1.	0.	0.	0.	1.	1.	1.	4.	3.	2.	3.	3.	2.	2.	0.	0.	0.	1.	1.
265.	*	1.	0.	0.	0.	0.	0.	0.	0.	4.	3.	2.	3.	3.	2.	2.	0.	0.	0.	0.	0.
270.	*	0.	0.	0.	0.	0.	0.	0.	0.	5.	4.	3.	4.	4.	3.	2.	0.	0.	0.	0.	0.
275.	*	0.	0.	0.	0.	0.	0.	0.	0.	5.	4.	3.	4.	4.	4.	3.	0.	0.	0.	0.	0.
280.	*	0.	0.	0.	0.	0.	0.	0.	0.	4.	3.	3.	4.	4.	4.	3.	0.	1.	0.	0.	0.
285.	*	0.	0.	0.	0.	0.	0.	0.	0.	4.	3.	3.	4.	4.	4.	3.	0.	1.	0.	0.	0.
290.	*	0.	0.	0.	0.	0.	0.	0.	0.	4.	3.	3.	4.	4.	4.	3.	0.	1.	1.	0.	0.
295.	*	0.	0.	0.	0.	0.	0.	0.	0.	4.	3.	3.	3.	4.	3.	4.	0.	2.	1.	0.	0.
300.	*	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	2.	3.	4.	4.	3.	1.	2.	1.	0.	0.
305.	*	0.	0.	0.	0.	0.	0.	0.	0.	3.	2.	3.	3.	4.	4.	3.	1.	2.	2.	0.	0.
310.	*	0.	1.	0.	0.	0.	0.	0.	0.	3.	2.	3.	3.	4.	4.	3.	1.	2.	2.	0.	0.
315.	*	1.	2.	1.	0.	0.	0.	0.	0.	3.	2.	2.	3.	4.	4.	3.	1.	2.	2.	0.	0.
320.	*	1.	2.	1.	0.	0.	0.	0.	0.	3.	2.	2.	3.	3.	4.	3.	1.	2.	2.	0.	0.
325.	*	2.	3.	2.	0.	0.	0.	0.	0.	3.	2.	2.	2.	3.	3.	3.	1.	2.	2.	0.	0.
330.	*	2.	3.	2.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	2.	2.	1.	2.	2.	0.	0.
335.	*	2.	3.	2.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	2.	1.	1.	2.	2.	0.	0.
340.	*	3.	3.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
345.	*	2.	3.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
350.	*	3.	3.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
355.	*	3.	3.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
360.	*	3.	2.	3.	0.	0.	0.	0.	0.	3.	2.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.
MAX	*	6.	6.	5.	2.	2.	2.	3.	3.	5.	4.	3.	4.	4.	4.	3.	1.	2.	2.	4.	4.
DEGR.	*	90	130	110	205	210	230	240	235	270	270	275	275	280	290	295	0	20	20	100	100

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
0.	*	0.	0.	0.
5.	*	0.	0.	0.
10.	*	0.	0.	0.
15.	*	0.	0.	0.
20.	*	0.	0.	0.
25.	*	0.	0.	0.

30.	*	0.	0.	0.
35.	*	0.	0.	0.
40.	*	0.	0.	0.
45.	*	0.	0.	0.
50.	*	0.	0.	0.
55.	*	0.	0.	0.
60.	*	0.	0.	1.
65.	*	0.	0.	1.
70.	*	1.	0.	1.
75.	*	1.	1.	1.
80.	*	2.	1.	1.
85.	*	2.	1.	2.
90.	*	2.	1.	2.
95.	*	2.	2.	2.
100.	*	2.	1.	3.
105.	*	2.	1.	3.
110.	*	3.	2.	3.
115.	*	3.	2.	3.
120.	*	3.	2.	3.
125.	*	3.	2.	3.
130.	*	2.	2.	3.
135.	*	2.	2.	2.
140.	*	2.	2.	2.
145.	*	2.	2.	2.
150.	*	2.	1.	1.
155.	*	2.	2.	1.
160.	*	2.	2.	1.
165.	*	2.	2.	1.
170.	*	2.	1.	1.
175.	*	2.	2.	1.
180.	*	2.	1.	1.
185.	*	2.	1.	1.
190.	*	2.	1.	1.
195.	*	2.	1.	1.
200.	*	2.	1.	1.
205.	*	2.	1.	1.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
210.	*	2.	1.	1.
215.	*	2.	1.	1.
220.	*	2.	1.	1.
225.	*	2.	1.	1.
230.	*	2.	0.	0.
235.	*	2.	0.	0.
240.	*	1.	0.	0.
245.	*	1.	0.	0.
250.	*	0.	0.	0.
255.	*	0.	0.	0.
260.	*	0.	0.	0.
265.	*	0.	0.	0.
270.	*	0.	0.	0.
275.	*	0.	0.	0.
280.	*	0.	0.	0.
285.	*	0.	0.	0.
290.	*	0.	0.	0.
295.	*	0.	0.	0.
300.	*	0.	0.	0.
305.	*	0.	0.	0.
310.	*	0.	0.	0.
315.	*	0.	0.	0.

320.	*	0.	0.	0.
325.	*	0.	0.	0.
330.	*	0.	0.	0.
335.	*	0.	0.	0.
340.	*	0.	0.	0.
345.	*	0.	0.	0.
350.	*	0.	0.	0.
355.	*	0.	0.	0.
360.	*	0.	0.	0.
MAX	*	3.	2.	3.
DEGR.	*	110	120	110

THE HIGHEST CONCENTRATION OF 13. ug/m**3 OCCURRED AT RECEPTOR REC18.

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

DATE : 2/21/ 7
TIME : 10: 1:32

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. INT3APPR1-EB	65.6	6.6	-183.7	-68.9	261.	253.	AG	750.	0.0	0.0	40.0		
2. INT3APPR2-EB	-183.7	-68.9	-538.1	-167.3	368.	254.	AG	1239.	0.0	0.0	40.0		
3. INT3APPR3-EB	-538.1	-167.3	-994.1	-246.1	463.	260.	AG	1239.	0.0	0.0	29.9		
4. INT3DEP1-EB	65.6	6.6	105.0	16.4	41.	76.	AG	877.	0.0	0.0	40.0		
5. INT3DEP2-EB	105.0	16.4	748.0	216.5	673.	73.	AG	894.	0.0	0.0	40.0		
6. INT3QMAIN1-EB	-23.0	-23.0	-111.7	-48.3	92.	254.	AG	0.	100.0	0.0	20.0	0.49	4.7
7. INT3QMAIN2-EB	-183.7	-68.9	-5052.8	-1421.4	5053.	254.	AG	0.	100.0	0.0	9.8	1.60	256.7
8. INT3QMAIN3-EB	-538.1	-167.3	-5517.8	-1027.1	5053.	260.	AG	0.	100.0	0.0	9.8	1.60	256.7
9. INT3QRIGHT-EB	-45.9	-36.1	-72.5	-44.3	28.	253.	AG	0.	100.0	0.0	13.1	0.15	1.4
10. INT3RIGHTDEP1-EB	-45.9	-36.1	19.7	-49.2	67.	101.	AG	34.	0.0	0.0	33.1		
11. INT3RIGHTDEP2-EB	-45.9	-36.1	124.7	-68.9	174.	101.	AG	79.	0.0	0.0	33.1		
12. INT3QLEFT-EB	-32.8	-9.8	-106.9	-34.5	78.	252.	AG	0.	100.0	0.0	11.2	0.42	4.0
13. INT3LEFTDEP-EB	-32.8	-9.8	-26.2	49.2	59.	6.	AG	376.	0.0	0.0	30.8		
14. INT3APPR1-WB	-32.8	6.6	728.3	246.1	798.	73.	AG	908.	0.0	0.0	42.0		
15. INT3DEP1-WB	-32.8	6.6	-111.5	-19.7	83.	252.	AG	1000.	0.0	0.0	42.0		
16. INT3DEP2-WB	-111.5	-19.7	-534.8	-144.4	441.	254.	AG	1279.	0.0	0.0	42.0		
17. INT3DEP3-WB	-534.8	-144.4	-1017.1	-229.7	490.	260.	AG	1279.	0.0	0.0	30.8		
18. INT3QMAIN1-WB	59.1	32.8	189.1	74.3	137.	72.	AG	0.	100.0	0.0	22.0	0.76	6.9
19. INT3QLEFT-WB	59.1	19.7	70.8	23.3	12.	73.	AG	0.	100.0	0.0	9.8	0.07	0.6
20. INT3LEFTDEP-WB	59.1	19.7	19.7	-49.2	79.	210.	AG	46.	0.0	0.0	29.9		
21. INT3RIGHTAPP1-WB	692.3	246.1	105.0	68.9	613.	253.	AG	51.	0.0	0.0	30.8		
22. INT3RIGHTAPP2-WB	105.0	68.9	36.1	65.6	69.	267.	AG	51.	0.0	0.0	30.8		
23. INT3RIGHTDEP1-WB	36.1	65.6	-16.4	82.0	55.	287.	AG	51.	0.0	0.0	30.8		
24. INT3RIGHTDEP2-WB	-16.4	82.0	-91.9	144.4	98.	310.	AG	51.	0.0	0.0	30.8		
25. INT3APPR1-NB	3.3	0.0	42.7	-36.1	53.	133.	AG	134.	0.0	0.0	29.9		
26. INT3APPR2-NB	42.7	-36.1	167.3	-223.1	225.	146.	AG	234.	0.0	0.0	29.9		
27. INT3APPR3-NB	167.3	-223.1	620.1	-849.7	773.	144.	AG	234.	0.0	0.0	29.9		
28. INT3DEP1-NB	3.3	0.0	-26.2	45.9	55.	327.	AG	510.	0.0	0.0	29.9		
29. INT3DEP2-NB	-59.1	45.9	-91.9	144.4	104.	342.	AG	561.	0.0	0.0	29.9		
30. INT3DEP3-NB	-91.9	144.4	-301.8	390.4	323.	320.	AG	561.	0.0	0.0	29.9		
31. INT3QMAIN1-NB	42.7	-36.1	105.0	-129.6	112.	146.	AG	0.	100.0	0.0	9.8	0.83	5.7
32. INT3QMAIN2-NB	167.3	-223.1	233.2	-314.2	112.	144.	AG	0.	100.0	0.0	9.8	0.83	5.7
33. INT3QRIGHT-NB	49.2	-32.8	50.1	-34.5	2.	151.	AG	0.	100.0	0.0	9.8	0.03	0.1
34. INT3RIGHTDEP1-NB	49.2	-32.8	65.6	6.6	43.	23.	AG	44.	0.0	0.0	29.9		
35. INT3RIGHTDEP2-NB	88.6	-105.0	137.8	-55.8	70.	45.	AG	20.	0.0	0.0	34.1		
36. INT3QLEFT-NB	32.8	-39.4	40.1	-50.3	13.	146.	AG	0.	100.0	0.0	9.8	0.09	0.7
37. INT3LEFTDEP-NB	32.8	-39.4	-32.8	6.6	80.	305.	AG	36.	0.0	0.0	29.9		
38. INT3APPR1-SB	19.7	-49.2	-39.4	29.5	98.	323.	AG	123.	0.0	0.0	32.2		
39. INT3APPR2-SB	-39.4	29.5	-147.6	170.6	178.	322.	AG	123.	0.0	0.0	32.2		
40. INT3APPR3-SB	-147.6	170.6	-321.5	367.5	263.	319.	AG	543.	0.0	0.0	32.2		
41. INT3DEP1-SB	19.7	-49.2	59.1	-98.4	63.	141.	AG	261.	0.0	0.0	32.2		
42. INT3DEP2-SB	59.1	-98.4	249.3	-360.9	324.	144.	AG	265.	0.0	0.0	32.2		
43. INT3DEP3-SB	249.3	-360.9	607.0	-859.6	614.	144.	AG	265.	0.0	0.0	32.2		
44. INT3QMAIN1-SB	-39.4	29.5	-69.3	68.5	49.	322.	AG	0.	100.0	0.0	12.1	0.44	2.5

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

DATE : 2/21/ 7

TIME : 10: 1:32

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. INT3QMAIN2-SB	-147.6	170.6	-2103.0	2384.2	2954.	319.	AG	0.	100.0	0.0	12.1	1.93	150.0
46. INT3RIGHTAPPR1-SB	-216.5	236.2	-95.1	85.3	194.	141.	AG	279.	0.0	0.0	33.1		
47. INT3RIGHTAPPR2-SB	-95.1	85.3	-88.6	45.9	40.	171.	AG	279.	0.0	0.0	33.1		
48. INT3RIGHTDEP-SB	-88.6	45.9	-111.5	-19.7	70.	199.	AG	279.	0.0	0.0	33.1		
49. INT3QLEFT1-SB	-32.8	42.7	-54.3	70.2	35.	322.	AG	0.	100.0	0.0	9.8	0.40	1.8
50. INT3QLEFT2-SB	-114.8	147.6	-137.8	174.0	35.	319.	AG	0.	100.0	0.0	9.8	0.40	1.8
51. INT3LEFTDEP1-SB	-32.8	42.7	6.6	16.4	47.	124.	AG	83.	0.0	0.0	29.9		
52. INT3LEFTDEP2-SB	6.6	16.4	65.6	6.6	60.	99.	AG	83.	0.0	0.0	29.9		
53. INT3APPR1-NWB	42.7	-36.1	78.7	-55.8	41.	119.	AG	68.	0.0	0.0	29.9		
54. INT3APPR2-NWB	78.7	-55.8	137.8	-55.8	59.	90.	AG	128.	0.0	0.0	29.9		
55. INT3APPR3-NWB	137.8	-55.8	452.8	-65.6	315.	92.	AG	145.	0.0	0.0	29.9		
56. INT3APPR4-NWB	452.8	-65.6	1066.3	-193.6	627.	102.	AG	145.	0.0	0.0	29.9		
57. INT3RIGHTAPPR-SB	137.8	-55.8	98.4	-29.5	47.	304.	AG	17.	0.0	0.0	37.1		
58. INT3RIGHTDEP-SB	98.4	-29.5	105.0	16.4	46.	8.	AG	17.	0.0	0.0	37.1		
59. INT3QLEFT-SB	78.7	-55.8	59.4	-48.9	21.	290.	AG	0.	100.0	0.0	9.8	0.15	1.0
60. INT3LEFTDEP-SB	78.7	-55.8	59.1	-98.4	47.	205.	AG	4.	0.0	0.0	29.9		

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6. INT3QMAIN1-EB	91	45	0.0	750	1600	0.04	2	3
7. INT3QMAIN2-EB	91	45	0.0	1239	1600	0.04	2	3
8. INT3QMAIN3-EB	91	45	0.0	1239	1600	0.04	2	3
9. INT3QRIGHT-EB	91	45	0.0	113	1600	0.04	2	3
12. INT3QLEFT-EB	91	38	0.0	376	1600	0.04	1	3
18. INT3QMAIN1-WB	91	55	0.0	908	1600	0.04	2	3
19. INT3QLEFT-WB	91	49	0.0	46	1600	0.04	1	3
31. INT3QMAIN1-NB	91	73	0.0	234	1600	0.02	1	3
32. INT3QMAIN2-NB	91	73	0.0	234	1600	0.02	1	3
33. INT3QRIGHT-NB	91	8	0.0	44	1600	0.02	1	3
36. INT3QLEFT-NB	91	67	0.0	36	1600	0.02	1	3
44. INT3QMAIN1-SB	91	73	0.0	123	1600	0.02	1	3
45. INT3QMAIN2-SB	91	73	0.0	543	1600	0.02	1	3
49. INT3QLEFT1-SB	91	77	0.0	83	1600	0.02	1	3
50. INT3QLEFT2-SB	91	77	0.0	83	1600	0.02	1	3
59. INT3QLEFT-SB	91	67	0.0	56	1600	0.02	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9

17. R17-SDWK17	*	-45.9	-52.5	5.9	*
18. R18-SDWK18	*	-180.4	-85.3	5.9	*
19. R19-SDWK19	*	-275.6	-52.5	5.9	*
20. R20-SDWK20	*	-124.7	-6.6	5.9	*
21. R21-SDWK21	*	-105.0	45.9	5.9	*
22. R22-SDWK22	*	-111.5	78.7	5.9	*
23. R23-SDWK23	*	-223.1	216.5	5.9	*
24. R24	*	-114.8	469.2	5.9	*
25. R25	*	-49.2	380.6	5.9	*
26. R26	*	187.0	324.8	5.9	*
27. R27	*	210.0	229.7	5.9	*
28. R28	*	295.3	262.5	5.9	*
29. R29	*	324.8	16.4	5.9	*
30. R30	*	331.4	-16.4	5.9	*
31. R31	*	272.3	-111.5	5.9	*
32. R32	*	173.9	-111.5	5.9	*
33. R33	*	150.9	-144.4	5.9	*
34. R34	*	206.7	-242.8	5.9	*
35. R35	*	269.0	-328.1	5.9	*

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

DATE : 2/21/ 7
TIME : 10: 1:32

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
36. R36	*	-370.7	-603.7	5.9	*
37. R37	*	-410.1	-410.1	5.9	*
38. R38	*	-554.5	-436.4	5.9	*
39. R39	*	-623.4	-68.9	5.9	*
40. R40	*	-498.7	-36.1	5.9	*
41. R41	*	-518.4	39.4	5.9	*
42. R42 S	*	-643.0	147.6	5.9	*
43. R43	*	-364.2	354.3	5.9	*

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (ug/m**3) *	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	0.	1.	0.	1.	1.	2.	2.	0.	0.
5.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	1.	0.	1.	1.	2.	2.	0.	0.
10.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	0.	0.	1.	1.	2.	2.	0.	0.
15.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	0.	0.	1.	1.	2.	2.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	0.	0.	1.	1.	2.	2.	0.	0.
25.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	1.	0.	1.	1.	2.	2.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	0.	0.	1.	1.	2.	2.	0.	1.
35.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	0.	1.	1.	0.	1.	1.	2.	2.	0.	1.
40.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	0.	1.	1.	0.	1.	1.	2.	2.	0.	0.
45.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	0.	1.	1.	0.	1.	2.	2.	2.	0.	1.
50.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	0.	1.	1.	0.	1.	1.	2.	2.	1.	1.

55.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	0.	1.	1.	0.	1.	2.	2.	2.	1.	1.
60.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	0.	1.	0.	0.	0.	2.	2.	2.	1.	1.
65.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	2.
70.	*	0.	0.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	2.
75.	*	0.	0.	1.	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	2.	3.
80.	*	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	3.	3.
85.	*	0.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	3.	3.
90.	*	0.	1.	1.	2.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	3.	3.
95.	*	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
100.	*	0.	1.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
105.	*	0.	1.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
110.	*	0.	1.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	2.	2.
115.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
120.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
125.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	2.	2.
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	2.	2.
135.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	2.	2.
140.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	2.	2.
145.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	2.	2.
150.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.
155.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.
160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	2.	2.
165.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
170.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
175.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.
180.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	2.	1.
185.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.
190.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.
195.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
200.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
205.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43

210.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
215.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
220.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
225.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
230.	*	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	2.
235.	*	1.	2.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.
240.	*	1.	1.	2.	2.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	3.	3.
245.	*	1.	1.	2.	2.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	3.	3.	
250.	*	1.	1.	1.	1.	2.	2.	2.	1.	1.	0.	0.	0.	0.	0.	0.	1.	1.	2.	3.	3.
255.	*	1.	1.	1.	1.	1.	2.	2.	1.	1.	0.	0.	1.	1.	0.	0.	1.	2.	3.	3.	3.
260.	*	1.	0.	1.	1.	1.	2.	2.	1.	1.	1.	0.	1.	1.	1.	0.	1.	2.	3.	2.	2.
265.	*	1.	0.	0.	0.	0.	2.	3.	2.	1.	1.	0.	1.	1.	1.	0.	1.	2.	3.	2.	1.
270.	*	1.	0.	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	1.	2.	2.	3.	1.	1.
275.	*	1.	0.	0.	0.	0.	2.	2.	1.	1.	1.	0.	1.	1.	1.	1.	1.	2.	3.	1.	0.
280.	*	1.	0.	0.	0.	0.	2.	2.	1.	1.	0.	0.	1.	1.	1.	1.	1.	2.	3.	0.	0.
285.	*	1.	0.	0.	0.	0.	2.	2.	1.	1.	1.	0.	1.	1.	1.	1.	1.	2.	2.	0.	0.
290.	*	1.	1.	0.	0.	0.	2.	2.	1.	1.	0.	0.	1.	1.	1.	1.	1.	2.	2.	0.	0.
295.	*	1.	1.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	1.	1.	0.	1.	2.	2.	0.	0.
300.	*	1.	1.	1.	0.	0.	1.	2.	1.	1.	0.	1.	1.	1.	1.	0.	1.	2.	2.	0.	0.
305.	*	1.	1.	0.	0.	0.	1.	2.	1.	1.	0.	1.	1.	1.	1.	1.	1.	2.	2.	0.	0.
310.	*	1.	1.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	1.	1.	1.	1.	2.	2.	0.	0.
315.	*	1.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	2.	1.	1.	2.	2.	2.	0.	0.
320.	*	1.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	1.	1.	1.	2.	2.	2.	0.	0.
325.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	1.	1.	1.	1.	2.	2.	2.	0.	0.
330.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	1.	1.	1.	2.	2.	2.	0.	0.

335.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	1.	0.	0.	1.	1.	2.	2.	0.	0.
340.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	1.	1.	1.	1.	1.	2.	2.	0.	0.
345.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	1.	1.	1.	1.	1.	2.	2.	0.	0.
350.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	1.	0.	0.	1.	1.	2.	2.	0.	0.
355.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	0.	1.	0.	1.	1.	2.	2.	0.	0.
360.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	0.	0.	0.	1.	0.	1.	1.	2.	2.	0.	0.
MAX	*	1.	2.	2.	2.	2.	2.	3.	2.	1.	1.	1.	1.	2.	1.	1.	2.	2.	3.	3.	3.
DEGR.	*	195	235	245	240	250	255	265	265	265	260	270	275	315	295	0	325	260	265	245	240

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
5.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
10.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
25.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
40.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
45.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
50.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
55.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
60.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
65.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
70.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
75.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
80.	*	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
85.	*	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
90.	*	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
95.	*	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
100.	*	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
105.	*	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
110.	*	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
115.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
120.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
125.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
130.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
135.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
140.	*	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
145.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
150.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
155.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.
160.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.
165.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.
170.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.
175.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
180.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
185.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
190.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
195.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
200.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.

205.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
215.	*	1.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
220.	*	1.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
225.	*	1.	1.	0.	0.	1.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
230.	*	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
235.	*	1.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
240.	*	1.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
245.	*	1.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
250.	*	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
255.	*	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
260.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
265.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
270.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
275.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
280.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
285.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
290.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
295.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
300.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
305.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
310.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	1.	1.	1.	0.	0.	0.	0.	0.
315.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
320.	*	0.	1.	0.	0.	0.	0.	0.	0.	1.	0.	1.	1.	0.	1.	1.	0.	0.	0.	0.	0.
325.	*	0.	1.	1.	0.	0.	0.	0.	0.	1.	0.	1.	1.	1.	0.	1.	0.	0.	0.	0.	0.
330.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
335.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
340.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
345.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
350.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
355.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
360.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
MAX	*	2.	2.	1.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.
DEGR.	*	85	105	95	215	220	200	225	225	265	275	305	275	275	285	280	340	0	0	220	110

JOB: INT#3- CR58 @ Mill/Pulaski (I3EX) RUN: CR58 @ Mill/Pulaski_PM10

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
0.	*	0.	0.	0.
5.	*	0.	0.	0.
10.	*	0.	0.	0.
15.	*	0.	0.	0.
20.	*	0.	0.	0.
25.	*	0.	0.	0.

30.	*	0.	0.	0.
35.	*	0.	0.	0.
40.	*	0.	0.	0.
45.	*	0.	0.	0.
50.	*	0.	0.	0.
55.	*	0.	0.	0.
60.	*	0.	0.	0.
65.	*	0.	0.	0.
70.	*	0.	0.	0.
75.	*	0.	0.	0.
80.	*	0.	0.	0.
85.	*	0.	0.	0.
90.	*	0.	0.	0.
95.	*	0.	0.	1.
100.	*	0.	0.	1.
105.	*	0.	0.	1.
110.	*	1.	0.	1.
115.	*	0.	0.	1.
120.	*	0.	0.	1.
125.	*	0.	0.	1.
130.	*	0.	0.	1.
135.	*	1.	0.	1.
140.	*	1.	0.	0.
145.	*	0.	0.	0.
150.	*	0.	0.	0.
155.	*	0.	0.	0.
160.	*	0.	0.	0.
165.	*	0.	0.	0.
170.	*	0.	0.	0.
175.	*	0.	0.	0.
180.	*	1.	0.	0.
185.	*	0.	0.	0.
190.	*	0.	0.	0.
195.	*	1.	0.	0.
200.	*	0.	0.	0.
205.	*	0.	0.	0.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
210.	*	0.	0.	0.
215.	*	0.	0.	0.
220.	*	0.	0.	0.
225.	*	0.	0.	0.
230.	*	0.	0.	0.
235.	*	0.	0.	0.
240.	*	0.	0.	0.
245.	*	0.	0.	0.
250.	*	0.	0.	0.
255.	*	0.	0.	0.
260.	*	0.	0.	0.
265.	*	0.	0.	0.
270.	*	0.	0.	0.
275.	*	0.	0.	0.
280.	*	0.	0.	0.
285.	*	0.	0.	0.
290.	*	0.	0.	0.
295.	*	0.	0.	0.
300.	*	0.	0.	0.
305.	*	0.	0.	0.
310.	*	0.	0.	0.
315.	*	0.	0.	0.

320.	*	0.	0.	0.
325.	*	0.	0.	0.
330.	*	0.	0.	0.
335.	*	0.	0.	0.
340.	*	0.	0.	0.
345.	*	0.	0.	0.
350.	*	0.	0.	0.
355.	*	0.	0.	0.
360.	*	0.	0.	0.
MAX	*	1.	0.	1.
DEGR.	*	110	125	95

THE HIGHEST CONCENTRATION OF 3. ug/m**3 OCCURRED AT RECEPTOR REC18.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 10: 1: 6

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1.	INT3APPR1-EB	65.6	6.6	-183.7	-68.9	261.	253.	AG	1161.	0.0	0.0	40.0		
2.	INT3APPR2-EB	-183.7	-68.9	-538.1	-167.3	368.	254.	AG	1851.	0.0	0.0	40.0		
3.	INT3APPR3-EB	-538.1	-167.3	-994.1	-246.1	463.	260.	AG	1851.	0.0	0.0	29.9		
4.	INT3DEP1-EB	65.6	6.6	105.0	16.4	41.	76.	AG	1334.	0.0	0.0	40.0		
5.	INT3DEP2-EB	105.0	16.4	748.0	216.5	673.	73.	AG	1351.	0.0	0.0	40.0		
6.	INT3QMAIN1-EB	-23.0	-23.0	-141.9	-56.9	124.	254.	AG	0.	100.0	0.0	20.0	0.66	6.3
7.	INT3QMAIN2-EB	-183.7	-68.9	-10003.0	-2796.5	*****	254.	AG	0.	100.0	0.0	9.8	2.11	517.7
8.	INT3QMAIN3-EB	-538.1	-167.3	-10580.6	-1901.3	*****	260.	AG	0.	100.0	0.0	9.8	2.11	517.7
9.	INT3QRIGHT-EB	-45.9	-36.1	-83.6	-47.8	39.	253.	AG	0.	100.0	0.0	13.1	0.21	2.0
10.	INT3RIGHTDEP1-EB	-45.9	-36.1	19.7	-49.2	67.	101.	AG	57.	0.0	0.0	33.1		
11.	INT3RIGHTDEP2-EB	-45.9	-36.1	124.7	-68.9	174.	101.	AG	128.	0.0	0.0	33.1		
12.	INT3QLEFT-EB	-32.8	-9.8	-111.4	-36.0	83.	252.	AG	0.	100.0	0.0	11.2	0.49	4.2
13.	INT3LEFTDEP-EB	-32.8	-9.8	-26.2	49.2	59.	6.	AG	505.	0.0	0.0	30.8		
14.	INT3APPR1-WB	-32.8	6.6	728.3	246.1	798.	73.	AG	1328.	0.0	0.0	42.0		
15.	INT3DEP1-WB	-32.8	6.6	-111.5	-19.7	83.	252.	AG	1541.	0.0	0.0	42.0		
16.	INT3DEP2-WB	-111.5	-19.7	-534.8	-144.4	441.	254.	AG	1942.	0.0	0.0	42.0		
17.	INT3DEP3-WB	-534.8	-144.4	-1017.1	-229.7	490.	260.	AG	1942.	0.0	0.0	30.8		
18.	INT3QMAIN1-WB	59.1	32.8	318.0	115.3	272.	72.	AG	0.	100.0	0.0	22.0	0.99	13.8
19.	INT3QLEFT-WB	59.1	19.7	85.0	27.6	27.	73.	AG	0.	100.0	0.0	9.8	0.14	1.4
20.	INT3LEFTDEP-WB	59.1	19.7	19.7	-49.2	79.	210.	AG	108.	0.0	0.0	29.9		
21.	INT3RIGHTAPP1-WB	692.3	246.1	105.0	68.9	613.	253.	AG	54.	0.0	0.0	30.8		
22.	INT3RIGHTAPP2-WB	105.0	68.9	36.1	65.6	69.	267.	AG	54.	0.0	0.0	30.8		
23.	INT3RIGHTDEP1-WB	36.1	65.6	-16.4	82.0	55.	287.	AG	54.	0.0	0.0	30.8		
24.	INT3RIGHTDEP2-WB	-16.4	82.0	-91.9	144.4	98.	310.	AG	54.	0.0	0.0	30.8		
25.	INT3APPR1-NB	3.3	0.0	42.7	-36.1	53.	133.	AG	175.	0.0	0.0	29.9		
26.	INT3APPR2-NB	42.7	-36.1	167.3	-223.1	225.	146.	AG	427.	0.0	0.0	29.9		
27.	INT3APPR3-NB	167.3	-223.1	620.1	-849.7	773.	144.	AG	427.	0.0	0.0	29.9		
28.	INT3DEP1-NB	3.3	0.0	-26.2	45.9	55.	327.	AG	680.	0.0	0.0	29.9		
29.	INT3DEP2-NB	-59.1	45.9	-91.9	144.4	104.	342.	AG	734.	0.0	0.0	29.9		
30.	INT3DEP3-NB	-91.9	144.4	-301.8	390.4	323.	320.	AG	734.	0.0	0.0	29.9		
31.	INT3QMAIN1-NB	42.7	-36.1	1003.2	-1477.0	1732.	146.	AG	0.	100.0	0.0	9.8	1.52	88.0
32.	INT3QMAIN2-NB	167.3	-223.1	1181.5	-1626.8	1732.	144.	AG	0.	100.0	0.0	9.8	1.52	88.0
33.	INT3QRIGHT-NB	49.2	-32.8	49.2	-32.8	0.	151.	AG	0.	100.0	0.0	9.8	0.06	0.0
34.	INT3RIGHTDEP1-NB	49.2	-32.8	65.6	6.6	43.	23.	AG	90.	0.0	0.0	29.9		
35.	INT3RIGHTDEP2-NB	88.6	-105.0	137.8	-55.8	70.	45.	AG	50.	0.0	0.0	34.1		
36.	INT3QLEFT-NB	32.8	-39.4	54.9	-72.5	40.	146.	AG	0.	100.0	0.0	9.8	0.27	2.0
37.	INT3LEFTDEP-NB	32.8	-39.4	-32.8	6.6	80.	305.	AG	112.	0.0	0.0	29.9		
38.	INT3APPR1-SB	19.7	-49.2	-39.4	29.5	98.	323.	AG	164.	0.0	0.0	32.2		
39.	INT3APPR2-SB	-39.4	29.5	-147.6	170.6	178.	322.	AG	164.	0.0	0.0	32.2		
40.	INT3APPR3-SB	-147.6	170.6	-321.5	367.5	263.	319.	AG	714.	0.0	0.0	32.2		
41.	INT3DEP1-SB	19.7	-49.2	59.1	-98.4	63.	141.	AG	390.	0.0	0.0	32.2		
42.	INT3DEP2-SB	59.1	-98.4	249.3	-360.9	324.	144.	AG	424.	0.0	0.0	32.2		
43.	INT3DEP3-SB	249.3	-360.9	607.0	-859.6	614.	144.	AG	424.	0.0	0.0	32.2		
44.	INT3QMAIN1-SB	-39.4	29.5	-88.5	93.6	81.	322.	AG	0.	100.0	0.0	12.1	0.78	4.1

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7

TIME : 10: 1: 6

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. INT3QMAIN2-SB	-147.6	170.6	-3790.0	4294.1	5502.	319.	AG	0.	100.0	0.0	12.1	3.40	279.5
46. INT3RIGHTAPPR1-SB	-216.5	236.2	-95.1	85.3	194.	141.	AG	401.	0.0	0.0	33.1		
47. INT3RIGHTAPPR2-SB	-95.1	85.3	-88.6	45.9	40.	171.	AG	401.	0.0	0.0	33.1		
48. INT3RIGHTDEP-SB	-88.6	45.9	-111.5	-19.7	70.	199.	AG	401.	0.0	0.0	33.1		
49. INT3QLEFT1-SB	-32.8	42.7	-53.2	68.8	33.	322.	AG	0.	100.0	0.0	9.8	0.25	1.7
50. INT3QLEFT2-SB	-114.8	147.6	-136.6	172.7	33.	319.	AG	0.	100.0	0.0	9.8	0.25	1.7
51. INT3LEFTDEP1-SB	-32.8	42.7	6.6	16.4	47.	124.	AG	88.	0.0	0.0	29.9		
52. INT3LEFTDEP2-SB	6.6	16.4	65.6	6.6	60.	99.	AG	88.	0.0	0.0	29.9		
53. INT3APPR1-NWB	42.7	-36.1	78.7	-55.8	41.	119.	AG	72.	0.0	0.0	29.9		
54. INT3APPR2-NWB	78.7	-55.8	137.8	-55.8	59.	90.	AG	208.	0.0	0.0	29.9		
55. INT3APPR3-NWB	137.8	-55.8	452.8	-65.6	315.	92.	AG	225.	0.0	0.0	29.9		
56. INT3APPR4-NWB	452.8	-65.6	1066.3	-193.6	627.	102.	AG	225.	0.0	0.0	29.9		
57. INT3RIGHTAPPR-SB	137.8	-55.8	98.4	-29.5	47.	304.	AG	18.	0.0	0.0	37.1		
58. INT3RIGHTDEP-SB	98.4	-29.5	105.0	16.4	46.	8.	AG	18.	0.0	0.0	37.1		
59. INT3QLEFT-SB	78.7	-55.8	44.9	-43.7	36.	290.	AG	0.	100.0	0.0	9.8	0.24	1.8
60. INT3LEFTDEP-SB	78.7	-55.8	59.1	-98.4	47.	205.	AG	34.	0.0	0.0	29.9		

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

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6. INT3QMAIN1-EB	91	39	0.0	1161	1600	0.04	2	3
7. INT3QMAIN2-EB	91	39	0.0	1851	1600	0.04	2	3
8. INT3QMAIN3-EB	91	39	0.0	1851	1600	0.04	2	3
9. INT3QRIGHT-EB	91	39	0.0	185	1600	0.04	2	3
12. INT3QLEFT-EB	91	30	0.0	505	1600	0.04	1	3
18. INT3QMAIN1-WB	91	51	0.0	1328	1600	0.04	2	3
19. INT3QLEFT-WB	91	46	0.0	108	1600	0.04	1	3
31. INT3QMAIN1-NB	91	73	0.0	427	1600	0.03	1	3
32. INT3QMAIN2-NB	91	73	0.0	427	1600	0.03	1	3
33. INT3QRIGHT-NB	91	0	0.0	90	1600	0.03	1	3
36. INT3QLEFT-NB	91	65	0.0	112	1600	0.03	1	3
44. INT3QMAIN1-SB	91	77	0.0	164	1600	0.03	1	3
45. INT3QMAIN2-SB	91	77	0.0	714	1600	0.03	1	3
49. INT3QLEFT1-SB	91	69	0.0	88	1600	0.03	1	3
50. INT3QLEFT2-SB	91	69	0.0	88	1600	0.03	1	3
59. INT3QLEFT-SB	91	65	0.0	101	1600	0.03	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9

17. R17-SDWK17	*	-45.9	-52.5	5.9	*
18. R18-SDWK18	*	-180.4	-85.3	5.9	*
19. R19-SDWK19	*	-275.6	-52.5	5.9	*
20. R20-SDWK20	*	-124.7	-6.6	5.9	*
21. R21-SDWK21	*	-105.0	45.9	5.9	*
22. R22-SDWK22	*	-111.5	78.7	5.9	*
23. R23-SDWK23	*	-223.1	216.5	5.9	*
24. R24	*	-114.8	469.2	5.9	*
25. R25	*	-49.2	380.6	5.9	*
26. R26	*	187.0	324.8	5.9	*
27. R27	*	210.0	229.7	5.9	*
28. R28	*	295.3	262.5	5.9	*
29. R29	*	324.8	16.4	5.9	*
30. R30	*	331.4	-16.4	5.9	*
31. R31	*	272.3	-111.5	5.9	*
32. R32	*	173.9	-111.5	5.9	*
33. R33	*	150.9	-144.4	5.9	*
34. R34	*	206.7	-242.8	5.9	*
35. R35	*	269.0	-328.1	5.9	*

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 10: 1: 6

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
36. R36	*	-370.7	-603.7	5.9	*
37. R37	*	-410.1	-410.1	5.9	*
38. R38	*	-554.5	-436.4	5.9	*
39. R39	*	-623.4	-68.9	5.9	*
40. R40	*	-498.7	-36.1	5.9	*
41. R41	*	-518.4	39.4	5.9	*
42. R42 S	*	-643.0	147.6	5.9	*
43. R43	*	-364.2	354.3	5.9	*

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	2.	2.	3.	2.	0.	1.
5.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	3.	2.	0.	0.
10.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	2.	2.	2.	2.	0.	1.
15.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	3.	2.	0.	1.
20.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	2.	2.	2.	2.	0.	1.
25.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	2.	1.	1.
30.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	3.	1.	1.
35.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	3.	0.	1.
40.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	1.	1.	1.	1.	1.	1.	2.	3.	3.	1.	1.
45.	*	0.	0.	0.	0.	0.	2.	3.	2.	1.	0.	0.	1.	1.	1.	1.	2.	3.	3.	1.	1.
50.	*	0.	0.	0.	0.	0.	3.	3.	2.	1.	0.	0.	1.	1.	1.	1.	2.	3.	3.	1.	1.

55.	*	0.	0.	0.	0.	0.	3.	3.	2.	1.	0.	0.	1.	1.	1.	1.	3.	3.	4.	1.	2.
60.	*	0.	0.	0.	0.	0.	3.	3.	2.	1.	0.	0.	1.	1.	0.	1.	2.	3.	3.	2.	2.
65.	*	0.	0.	0.	1.	0.	3.	3.	2.	1.	0.	0.	1.	1.	0.	1.	2.	3.	3.	2.	3.
70.	*	0.	0.	1.	1.	1.	2.	3.	1.	1.	0.	0.	0.	0.	0.	1.	2.	2.	3.	3.	3.
75.	*	0.	0.	1.	2.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	1.	2.	2.	3.	4.	4.
80.	*	0.	1.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	2.	4.	4.
85.	*	0.	1.	2.	2.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	4.	4.
90.	*	0.	1.	2.	2.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	4.	4.
95.	*	0.	1.	2.	2.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	4.	4.
100.	*	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	4.	3.
105.	*	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	4.	3.
110.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	3.	3.
115.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	3.	3.
120.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	3.	3.
125.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	3.	3.
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	3.	3.
135.	*	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	0.	3.	3.
140.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	2.	3.
145.	*	1.	2.	2.	2.	1.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	2.	3.
150.	*	2.	2.	2.	2.	1.	0.	1.	1.	1.	0.	0.	1.	1.	1.	1.	1.	0.	0.	2.	2.
155.	*	2.	1.	2.	2.	2.	0.	1.	1.	1.	0.	0.	1.	2.	2.	1.	0.	0.	0.	2.	2.
160.	*	2.	1.	2.	2.	2.	0.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	2.	2.
165.	*	2.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	2.	2.
170.	*	2.	1.	1.	2.	2.	0.	0.	0.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	2.	2.
175.	*	2.	1.	2.	2.	2.	0.	0.	0.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	2.	2.
180.	*	2.	1.	1.	2.	2.	0.	0.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.
185.	*	2.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.
190.	*	2.	1.	1.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.
195.	*	2.	2.	1.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	2.
200.	*	2.	1.	1.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
205.	*	2.	2.	1.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	2.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20 REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40 REC41 REC42 REC43

210.	*	2.	2.	2.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
215.	*	2.	2.	2.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	3.	3.
220.	*	2.	2.	2.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	3.
225.	*	2.	2.	2.	2.	2.	0.	0.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	3.
230.	*	2.	2.	2.	2.	2.	0.	1.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
235.	*	2.	2.	2.	3.	3.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	4.	4.
240.	*	2.	2.	2.	3.	3.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	2.	4.	4.
245.	*	1.	2.	2.	3.	3.	2.	2.	1.	1.	0.	0.	0.	1.	1.	0.	0.	1.	2.	4.	4.
250.	*	1.	2.	2.	2.	2.	3.	3.	2.	1.	1.	0.	1.	1.	1.	0.	1.	2.	3.	5.	4.
255.	*	1.	1.	1.	2.	2.	4.	3.	2.	2.	1.	1.	1.	1.	1.	0.	1.	3.	4.	4.	4.
260.	*	1.	1.	1.	1.	1.	4.	4.	2.	2.	1.	0.	2.	1.	1.	0.	2.	3.	4.	3.	3.
265.	*	1.	1.	1.	1.	0.	4.	4.	2.	2.	1.	1.	2.	2.	2.	1.	2.	4.	5.	2.	2.
270.	*	1.	1.	1.	0.	0.	3.	4.	2.	2.	1.	1.	2.	2.	2.	1.	2.	4.	4.	2.	1.
275.	*	1.	1.	0.	0.	0.	3.	3.	2.	2.	1.	1.	2.	2.	2.	1.	2.	3.	4.	1.	1.
280.	*	1.	1.	0.	0.	0.	3.	3.	2.	1.	1.	1.	2.	2.	2.	1.	2.	3.	4.	1.	0.
285.	*	1.	1.	0.	0.	0.	3.	3.	2.	1.	1.	1.	2.	2.	2.	1.	2.	3.	4.	0.	0.
290.	*	1.	1.	0.	0.	0.	3.	3.	2.	1.	1.	1.	2.	2.	2.	1.	2.	2.	4.	0.	0.
295.	*	2.	1.	1.	0.	0.	2.	3.	2.	1.	1.	1.	1.	2.	2.	1.	2.	3.	3.	0.	0.
300.	*	2.	1.	1.	0.	0.	2.	3.	2.	2.	1.	1.	1.	2.	2.	1.	2.	3.	3.	0.	0.
305.	*	2.	1.	1.	0.	0.	2.	3.	2.	2.	1.	1.	2.	2.	2.	1.	2.	2.	3.	0.	0.
310.	*	1.	1.	0.	0.	0.	2.	2.	2.	1.	1.	1.	2.	2.	2.	1.	2.	2.	3.	0.	0.
315.	*	1.	1.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	2.	1.	2.	2.	3.	0.	0.
320.	*	1.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	2.	2.	2.	3.	3.	0.	0.
325.	*	1.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	2.	2.	3.	0.	0.
330.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	3.	3.	0.	0.

335.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	2.	2.	3.	2.	0.	0.
340.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	3.	3.	0.	1.
345.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	3.	3.	0.	1.
350.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	1.	2.	3.	3.	0.	0.
355.	*	0.	0.	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	1.	2.	2.	3.	2.	0.	0.
360.	*	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	1.	1.	2.	2.	3.	2.	0.	1.
MAX	*	2.	2.	2.	3.	3.	4.	4.	2.	2.	1.	1.	2.	2.	2.	2.	3.	4.	5.	5.	4.
DEGR.	*	170	235	235	240	245	265	260	265	260	270	305	285	315	280	330	55	265	265	250	240

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
5.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
10.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
15.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
20.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
25.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	0.	0.
30.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
35.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
40.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	0.	0.
45.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	0.	0.
50.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	0.	0.
55.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.
60.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
65.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
70.	*	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
75.	*	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
80.	*	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.
85.	*	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
90.	*	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
95.	*	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
100.	*	2.	2.	2.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
105.	*	2.	2.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
110.	*	2.	2.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
115.	*	2.	2.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
120.	*	2.	2.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
125.	*	2.	2.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
130.	*	2.	2.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
135.	*	2.	2.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
140.	*	2.	2.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.
145.	*	2.	2.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
150.	*	2.	2.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
155.	*	2.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	1.	1.
160.	*	2.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	1.	1.
165.	*	2.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	1.	1.
170.	*	2.	1.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
175.	*	2.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
180.	*	2.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
185.	*	2.	1.	0.	1.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
190.	*	2.	1.	1.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
195.	*	2.	1.	1.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
200.	*	2.	1.	1.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.

205.	*	2.	1.	1.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	*	2.	1.	1.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
215.	*	2.	1.	1.	1.	1.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
220.	*	2.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.
225.	*	2.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	2.	1.
230.	*	2.	2.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
235.	*	2.	2.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
240.	*	2.	2.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
245.	*	2.	1.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.
250.	*	1.	1.	0.	0.	0.	0.	1.	0.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	1.	1.
255.	*	1.	1.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.
260.	*	1.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
265.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
270.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
275.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	2.	2.	2.	1.	0.	0.	0.	0.	0.
280.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
285.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.
290.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
295.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	2.	2.	0.	1.	0.	0.	0.
300.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	2.	2.	0.	1.	0.	0.	0.
305.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	2.	0.	1.	1.	0.	0.
310.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	2.	0.	1.	1.	0.	0.
315.	*	0.	1.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	1.	0.	1.	1.	0.	0.
320.	*	0.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	1.	0.	0.
325.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	1.	1.	0.	0.
330.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	1.	1.	0.	0.
335.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	1.	1.	0.	0.
340.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
345.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
350.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	0.	0.	0.
355.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
360.	*	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
MAX	*	2.	2.	2.	1.	1.	1.	1.	1.	2.	1.	1.	2.	2.	2.	2.	0.	1.	1.	2.	1.
DEGR.	*	90	110	110	190	215	230	240	235	270	265	310	275	270	285	285	0	0	40	225	230

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
0.	*	0.	0.	0.
5.	*	0.	0.	0.
10.	*	0.	0.	0.
15.	*	0.	0.	0.
20.	*	0.	0.	0.
25.	*	0.	0.	0.

30.	*	0.	0.	0.
35.	*	0.	0.	0.
40.	*	0.	0.	0.
45.	*	0.	0.	0.
50.	*	0.	0.	0.
55.	*	0.	0.	0.
60.	*	0.	0.	0.
65.	*	0.	0.	0.
70.	*	0.	0.	0.
75.	*	0.	0.	0.
80.	*	0.	0.	0.
85.	*	1.	0.	1.
90.	*	1.	0.	1.
95.	*	1.	0.	1.
100.	*	1.	0.	1.
105.	*	1.	0.	1.
110.	*	1.	0.	1.
115.	*	1.	0.	1.
120.	*	1.	1.	1.
125.	*	1.	0.	1.
130.	*	1.	1.	1.
135.	*	1.	1.	1.
140.	*	1.	1.	1.
145.	*	1.	0.	0.
150.	*	1.	0.	0.
155.	*	1.	1.	0.
160.	*	1.	0.	0.
165.	*	1.	0.	0.
170.	*	1.	1.	0.
175.	*	1.	0.	0.
180.	*	1.	0.	0.
185.	*	1.	0.	0.
190.	*	1.	0.	0.
195.	*	1.	0.	0.
200.	*	1.	0.	0.
205.	*	1.	0.	0.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PNB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
210.	*	1.	0.	0.
215.	*	1.	0.	0.
220.	*	1.	0.	0.
225.	*	1.	0.	0.
230.	*	1.	0.	0.
235.	*	1.	0.	0.
240.	*	1.	0.	0.
245.	*	0.	0.	0.
250.	*	0.	0.	0.
255.	*	0.	0.	0.
260.	*	0.	0.	0.
265.	*	0.	0.	0.
270.	*	0.	0.	0.
275.	*	0.	0.	0.
280.	*	0.	0.	0.
285.	*	0.	0.	0.
290.	*	0.	0.	0.
295.	*	0.	0.	0.
300.	*	0.	0.	0.
305.	*	0.	0.	0.
310.	*	0.	0.	0.
315.	*	0.	0.	0.

320.	*	0.	0.	0.
325.	*	0.	0.	0.
330.	*	0.	0.	0.
335.	*	0.	0.	0.
340.	*	0.	0.	0.
345.	*	0.	0.	0.
350.	*	0.	0.	0.
355.	*	0.	0.	0.
360.	*	0.	0.	0.
MAX	*	1.	1.	1.
DEGR.	*	120	120	115

THE HIGHEST CONCENTRATION OF 5. ug/m**3 OCCURRED AT RECEPTOR REC18.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

DATE : 2/21/ 7
TIME : 10: 3:19

The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. INT3APPR1-EB	65.6	6.6	-183.7	-68.9	261.	253.	AG	1656.	0.0	0.0	40.0		
2. INT3APPR2-EB	-183.7	-68.9	-538.1	-167.3	368.	254.	AG	2717.	0.0	0.0	40.0		
3. INT3APPR3-EB	-538.1	-167.3	-994.1	-246.1	463.	260.	AG	2717.	0.0	0.0	29.9		
4. INT3DEP1-EB	65.6	6.6	105.0	16.4	41.	76.	AG	1834.	0.0	0.0	40.0		
5. INT3DEP2-EB	105.0	16.4	748.0	216.5	673.	73.	AG	1852.	0.0	0.0	40.0		
6. INT3QMAIN1-EB	-23.0	-23.0	-258.0	-90.1	244.	254.	AG	0.	100.0	0.0	20.0	0.86	12.4
7. INT3QMAIN2-EB	-183.7	-68.9	-17910.5	-4993.0	*****	254.	AG	0.	100.0	0.0	9.8	2.83	934.6
8. INT3QMAIN3-EB	-538.1	-167.3	-18667.8	-3297.6	*****	260.	AG	0.	100.0	0.0	9.8	2.83	934.6
9. INT3QRIGHT-EB	-45.9	-36.1	-150.6	-68.6	110.	253.	AG	0.	100.0	0.0	13.1	0.39	5.6
10. INT3RIGHTDEP1-EB	-45.9	-36.1	19.7	-49.2	67.	101.	AG	156.	0.0	0.0	33.1		
11. INT3RIGHTDEP2-EB	-45.9	-36.1	124.7	-68.9	174.	101.	AG	215.	0.0	0.0	33.1		
12. INT3QLEFT-EB	-32.8	-9.8	-186.7	-61.1	162.	252.	AG	0.	100.0	0.0	11.2	0.64	8.2
13. INT3LEFTDEP-EB	-32.8	-9.8	-26.2	49.2	59.	6.	AG	690.	0.0	0.0	30.8		
14. INT3APPR1-WB	-32.8	6.6	728.3	246.1	798.	73.	AG	1744.	0.0	0.0	42.0		
15. INT3DEP1-WB	-32.8	6.6	-111.5	-19.7	83.	252.	AG	2113.	0.0	0.0	42.0		
16. INT3DEP2-WB	-111.5	-19.7	-534.8	-144.4	441.	254.	AG	2670.	0.0	0.0	42.0		
17. INT3DEP3-WB	-534.8	-144.4	-1017.1	-229.7	490.	260.	AG	2670.	0.0	0.0	30.8		
18. INT3QMAIN1-WB	59.1	32.8	2271.4	737.7	2322.	72.	AG	0.	100.0	0.0	22.0	1.27	118.0
19. INT3QLEFT-WB	59.1	19.7	99.2	31.9	42.	73.	AG	0.	100.0	0.0	9.8	0.14	2.1
20. INT3LEFTDEP-WB	59.1	19.7	19.7	-49.2	79.	210.	AG	108.	0.0	0.0	29.9		
21. INT3RIGHTAPP1-WB	692.3	246.1	105.0	68.9	613.	253.	AG	54.	0.0	0.0	30.8		
22. INT3RIGHTAPP2-WB	105.0	68.9	36.1	65.6	69.	267.	AG	54.	0.0	0.0	30.8		
23. INT3RIGHTDEP1-WB	36.1	65.6	-16.4	82.0	55.	287.	AG	54.	0.0	0.0	30.8		
24. INT3RIGHTDEP2-WB	-16.4	82.0	-91.9	144.4	98.	310.	AG	54.	0.0	0.0	30.8		
25. INT3APPR1-NB	3.3	0.0	42.7	-36.1	53.	133.	AG	175.	0.0	0.0	29.9		
26. INT3APPR2-NB	42.7	-36.1	167.3	-223.1	225.	146.	AG	510.	0.0	0.0	29.9		
27. INT3APPR3-NB	167.3	-223.1	620.1	-849.7	773.	144.	AG	510.	0.0	0.0	29.9		
28. INT3DEP1-NB	3.3	0.0	-26.2	45.9	55.	327.	AG	865.	0.0	0.0	29.9		
29. INT3DEP2-NB	-59.1	45.9	-91.9	144.4	104.	342.	AG	919.	0.0	0.0	29.9		
30. INT3DEP3-NB	-91.9	144.4	-301.8	390.4	323.	320.	AG	919.	0.0	0.0	29.9		
31. INT3QMAIN1-NB	42.7	-36.1	1395.5	-2065.3	2439.	146.	AG	0.	100.0	0.0	9.8	1.66	123.9
32. INT3QMAIN2-NB	167.3	-223.1	1595.6	-2199.9	2439.	144.	AG	0.	100.0	0.0	9.8	1.66	123.9
33. INT3QRIGHT-NB	49.2	-32.8	49.2	-32.8	0.	151.	AG	0.	100.0	0.0	9.8	0.06	0.0
34. INT3RIGHTDEP1-NB	49.2	-32.8	65.6	6.6	43.	23.	AG	90.	0.0	0.0	29.9		
35. INT3RIGHTDEP2-NB	88.6	-105.0	137.8	-55.8	70.	45.	AG	50.	0.0	0.0	34.1		
36. INT3QLEFT-NB	32.8	-39.4	91.4	-127.2	106.	146.	AG	0.	100.0	0.0	9.8	0.44	5.4
37. INT3LEFTDEP-NB	32.8	-39.4	-32.8	6.6	80.	305.	AG	195.	0.0	0.0	29.9		
38. INT3APPR1-SB	19.7	-49.2	-39.4	29.5	98.	323.	AG	164.	0.0	0.0	32.2		
39. INT3APPR2-SB	-39.4	29.5	-147.6	170.6	178.	322.	AG	164.	0.0	0.0	32.2		
40. INT3APPR3-SB	-147.6	170.6	-321.5	367.5	263.	319.	AG	870.	0.0	0.0	32.2		
41. INT3DEP1-SB	19.7	-49.2	59.1	-98.4	63.	141.	AG	489.	0.0	0.0	32.2		
42. INT3DEP2-SB	59.1	-98.4	249.3	-360.9	324.	144.	AG	523.	0.0	0.0	32.2		
43. INT3DEP3-SB	249.3	-360.9	607.0	-859.6	614.	144.	AG	523.	0.0	0.0	32.2		
44. INT3QMAIN1-SB	-39.4	29.5	-169.5	199.0	214.	322.	AG	0.	100.0	0.0	12.1	1.02	10.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

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LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. INT3QMAIN2-SB	-147.6	170.6	-5386.2	6101.1	7913.	319.	AG	0.	100.0	0.0	12.1	5.44	402.0
46. INT3RIGHTAPPR1-SB	-216.5	236.2	-95.1	85.3	194.	141.	AG	557.	0.0	0.0	33.1		
47. INT3RIGHTAPPR2-SB	-95.1	85.3	-88.6	45.9	40.	171.	AG	557.	0.0	0.0	33.1		
48. INT3RIGHTDEP-SB	-88.6	45.9	-111.5	-19.7	70.	199.	AG	557.	0.0	0.0	33.1		
49. INT3QLEFT1-SB	-32.8	42.7	-67.2	86.6	56.	322.	AG	0.	100.0	0.0	9.8	0.35	2.8
50. INT3QLEFT2-SB	-114.8	147.6	-151.5	189.7	56.	319.	AG	0.	100.0	0.0	9.8	0.35	2.8
51. INT3LEFTDEP1-SB	-32.8	42.7	6.6	16.4	47.	124.	AG	88.	0.0	0.0	29.9		
52. INT3LEFTDEP2-SB	6.6	16.4	65.6	6.6	60.	99.	AG	88.	0.0	0.0	29.9		
53. INT3APPR1-NWB	42.7	-36.1	78.7	-55.8	41.	119.	AG	72.	0.0	0.0	29.9		
54. INT3APPR2-NWB	78.7	-55.8	137.8	-55.8	59.	90.	AG	280.	0.0	0.0	29.9		
55. INT3APPR3-NWB	137.8	-55.8	452.8	-65.6	315.	92.	AG	298.	0.0	0.0	29.9		
56. INT3APPR4-NWB	452.8	-65.6	1066.3	-193.6	627.	102.	AG	298.	0.0	0.0	29.9		
57. INT3RIGHTAPPR-SB	137.8	-55.8	98.4	-29.5	47.	304.	AG	18.	0.0	0.0	37.1		
58. INT3RIGHTDEP-SB	98.4	-29.5	105.0	16.4	46.	8.	AG	18.	0.0	0.0	37.1		
59. INT3QLEFT-SB	78.7	-55.8	-10.0	-24.1	94.	290.	AG	0.	100.0	0.0	9.8	0.39	4.8
60. INT3LEFTDEP-SB	78.7	-55.8	59.1	-98.4	47.	205.	AG	34.	0.0	0.0	29.9		

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6. INT3QMAIN1-EB	140	54	0.0	1656	1600	0.04	2	3
7. INT3QMAIN2-EB	140	54	0.0	2717	1600	0.04	2	3
8. INT3QMAIN3-EB	140	54	0.0	2717	1600	0.04	2	3
9. INT3QRIGHT-EB	140	54	0.0	371	1600	0.04	2	3
12. INT3QLEFT-EB	140	43	0.0	690	1600	0.04	1	3
18. INT3QMAIN1-WB	140	78	0.0	1744	1600	0.04	2	3
19. INT3QLEFT-WB	140	71	0.0	108	1600	0.04	1	3
31. INT3QMAIN1-NB	140	111	0.0	510	1600	0.03	1	3
32. INT3QMAIN2-NB	140	111	0.0	510	1600	0.03	1	3
33. INT3QRIGHT-NB	140	0	0.0	90	1600	0.03	1	3
36. INT3QLEFT-NB	140	99	0.0	195	1600	0.03	1	3
44. INT3QMAIN1-SB	140	124	0.0	164	1600	0.03	1	3
45. INT3QMAIN2-SB	140	124	0.0	870	1600	0.03	1	3
49. INT3QLEFT1-SB	140	116	0.0	88	1600	0.03	1	3
50. INT3QLEFT2-SB	140	116	0.0	88	1600	0.03	1	3
59. INT3QLEFT-SB	140	99	0.0	174	1600	0.03	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R1-SDWK1	-157.5	246.1	5.9
2. R2-SDWK2	-9.8	95.1	5.9
3. R3-SDWK3	39.4	82.0	5.9
4. R4-SDWK4	101.7	85.3	5.9
5. R5-SDWK5	347.8	157.5	5.9
6. R6-SDWK6	364.2	82.0	5.9
7. R7-SDWK7	121.4	6.6	5.9
8. R8-SDWK8	118.1	-19.7	5.9
9. R9-SDWK9	150.9	-39.4	5.9
10. R10-SDWK10	403.5	-49.2	5.9
11. R11-SDWK11	403.5	-88.6	5.9
12. R12-SDWK12	137.8	-82.0	5.9
13. R13-SDWK13	108.3	-108.3	5.9
14. R14-SDWK14	137.8	-150.9	5.9
15. R15-SDWK15	91.9	-170.6	5.9
16. R16-SDWK16	13.1	-65.6	5.9

17.	R17-SDWK17	*	-45.9	-52.5	5.9 *
18.	R18-SDWK18	*	-180.4	-85.3	5.9 *
19.	R19-SDWK19	*	-275.6	-52.5	5.9 *
20.	R20-SDWK20	*	-124.7	-6.6	5.9 *
21.	R21-SDWK21	*	-105.0	45.9	5.9 *
22.	R22-SDWK22	*	-111.5	78.7	5.9 *
23.	R23-SDWK23	*	-223.1	216.5	5.9 *
24.	R24	*	-114.8	469.2	5.9 *
25.	R25	*	-49.2	380.6	5.9 *
26.	R26	*	187.0	324.8	5.9 *
27.	R27	*	210.0	229.7	5.9 *
28.	R28	*	295.3	262.5	5.9 *
29.	R29	*	324.8	16.4	5.9 *
30.	R30	*	331.4	-16.4	5.9 *
31.	R31	*	272.3	-111.5	5.9 *
32.	R32	*	173.9	-111.5	5.9 *
33.	R33	*	150.9	-144.4	5.9 *
34.	R34	*	206.7	-242.8	5.9 *
35.	R35	*	269.0	-328.1	5.9 *

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
36. R36	-370.7	-603.7	5.9
37. R37	-410.1	-410.1	5.9
38. R38	-554.5	-436.4	5.9
39. R39	-623.4	-68.9	5.9
40. R40	-498.7	-36.1	5.9
41. R41	-518.4	39.4	5.9
42. R42 S	-643.0	147.6	5.9
43. R43	-364.2	354.3	5.9

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	4.	0.	1.
5.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	4.	0.	1.
10.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	4.	0.	1.
15.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	4.	1.	1.
20.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	1.	1.	1.	2.	3.	3.	4.	1.	1.
25.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	1.	1.	1.	2.	3.	3.	4.	1.	1.
30.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	1.	1.	1.	2.	3.	4.	4.	1.	1.
35.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	2.	1.	1.	2.	3.	3.	4.	1.	1.
40.	0.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	2.	1.	1.	2.	3.	4.	4.	1.	1.
45.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.	1.	2.	1.	1.	2.	3.	4.	5.	1.	1.
50.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.	1.	2.	1.	1.	2.	3.	4.	5.	1.	2.

55.	*	0.	0.	0.	0.	0.	4.	4.	3.	2.	0.	1.	2.	1.	1.	2.	3.	4.	5.	2.	2.
60.	*	0.	0.	0.	0.	0.	4.	5.	3.	2.	0.	0.	2.	1.	1.	2.	3.	4.	5.	3.	2.
65.	*	0.	0.	0.	1.	1.	4.	4.	2.	1.	0.	0.	1.	1.	0.	1.	3.	4.	5.	4.	3.
70.	*	0.	1.	1.	2.	2.	4.	4.	2.	1.	0.	0.	1.	1.	0.	1.	3.	4.	4.	5.	4.
75.	*	0.	1.	2.	2.	2.	3.	4.	1.	1.	0.	0.	1.	0.	0.	1.	2.	3.	4.	5.	5.
80.	*	0.	1.	2.	3.	3.	2.	3.	1.	0.	0.	0.	0.	0.	0.	1.	2.	2.	3.	6.	5.
85.	*	0.	2.	2.	3.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	6.	5.
90.	*	0.	2.	2.	3.	3.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	6.	5.
95.	*	1.	2.	2.	3.	3.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	5.	5.
100.	*	1.	2.	2.	3.	3.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	5.	5.
105.	*	1.	2.	2.	3.	3.	0.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	5.	5.
110.	*	1.	2.	2.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	5.	5.
115.	*	1.	2.	2.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	5.	4.
120.	*	1.	2.	2.	2.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	0.	4.	4.
125.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	4.	4.
130.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	4.	4.
135.	*	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	2.	1.	0.	4.	4.
140.	*	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	2.	0.	0.	4.	4.
145.	*	2.	2.	2.	2.	2.	0.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	4.	4.
150.	*	2.	2.	2.	2.	2.	0.	1.	1.	1.	0.	0.	1.	2.	2.	1.	1.	0.	0.	4.	3.
155.	*	2.	2.	2.	2.	2.	0.	1.	1.	1.	0.	0.	1.	2.	2.	1.	0.	0.	0.	4.	3.
160.	*	2.	2.	2.	3.	2.	0.	1.	1.	1.	0.	0.	1.	2.	2.	0.	0.	0.	0.	4.	3.
165.	*	2.	2.	2.	3.	2.	0.	1.	1.	1.	0.	0.	1.	1.	2.	0.	0.	0.	0.	4.	3.
170.	*	3.	2.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	4.	3.
175.	*	2.	2.	2.	2.	2.	0.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	4.	3.
180.	*	2.	2.	2.	2.	2.	0.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
185.	*	2.	2.	2.	2.	2.	0.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
190.	*	2.	2.	2.	3.	2.	0.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
195.	*	2.	2.	2.	3.	2.	0.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
200.	*	2.	2.	2.	3.	2.	0.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
205.	*	2.	2.	2.	3.	3.	0.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20 REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40 REC41 REC42 REC43

210.	*	2.	2.	2.	2.	3.	0.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	4.	4.
215.	*	2.	2.	2.	2.	3.	0.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	5.	4.
220.	*	2.	2.	3.	3.	3.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	5.	5.
225.	*	2.	3.	3.	3.	3.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	5.	5.
230.	*	2.	3.	3.	3.	3.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.	0.	1.	5.	5.
235.	*	2.	3.	3.	3.	4.	1.	2.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	1.	6.	6.
240.	*	2.	3.	3.	4.	4.	2.	2.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	2.	6.	6.
245.	*	2.	3.	3.	4.	3.	3.	3.	1.	1.	1.	0.	1.	1.	1.	0.	0.	2.	3.	6.	6.
250.	*	2.	2.	3.	3.	3.	4.	4.	2.	2.	1.	0.	1.	1.	1.	0.	1.	3.	4.	6.	6.
255.	*	1.	2.	2.	2.	2.	4.	5.	3.	2.	1.	1.	2.	2.	1.	0.	2.	4.	6.	6.	5.
260.	*	1.	2.	2.	2.	2.	5.	5.	3.	3.	1.	1.	2.	2.	2.	1.	3.	5.	6.	4.	4.
265.	*	2.	1.	1.	1.	1.	5.	5.	3.	3.	2.	1.	2.	2.	2.	1.	3.	5.	7.	3.	3.
270.	*	2.	1.	1.	0.	0.	5.	5.	3.	3.	2.	1.	2.	3.	2.	1.	3.	5.	7.	2.	2.
275.	*	2.	1.	0.	0.	0.	4.	4.	3.	3.	2.	2.	2.	3.	2.	1.	3.	4.	6.	1.	1.
280.	*	2.	1.	1.	0.	0.	4.	4.	3.	2.	2.	1.	2.	3.	2.	1.	3.	4.	6.	1.	1.
285.	*	2.	1.	1.	0.	0.	4.	4.	2.	2.	1.	1.	2.	3.	2.	1.	3.	4.	6.	1.	1.
290.	*	2.	1.	1.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	1.	3.	4.	5.	0.	0.
295.	*	2.	1.	1.	1.	0.	3.	4.	3.	2.	1.	1.	2.	3.	2.	1.	2.	3.	5.	0.	0.
300.	*	2.	1.	1.	0.	0.	3.	4.	3.	2.	1.	1.	2.	2.	2.	1.	2.	3.	4.	0.	0.
305.	*	2.	1.	1.	0.	0.	3.	4.	3.	2.	1.	1.	2.	3.	2.	1.	2.	3.	4.	0.	0.
310.	*	2.	1.	1.	0.	0.	3.	4.	2.	2.	1.	1.	2.	3.	3.	1.	3.	3.	4.	0.	0.
315.	*	1.	1.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	2.	2.	3.	3.	4.	0.	0.
320.	*	1.	0.	0.	0.	0.	3.	3.	2.	2.	1.	1.	2.	3.	2.	2.	3.	3.	4.	0.	0.
325.	*	1.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	2.	2.	2.	2.	3.	3.	4.	0.	0.
330.	*	1.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	2.	1.	2.	3.	4.	4.	0.	0.

335.	*	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	2.	1.	2.	3.	4.	4.	0.	1.
340.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	1.	1.	1.	2.	3.	4.	4.	0.	1.
345.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	1.	1.	1.	2.	3.	4.	4.	0.	1.
350.	*	0.	0.	0.	0.	0.	2.	2.	2.	2.	1.	1.	1.	1.	1.	2.	3.	4.	4.	0.	1.
355.	*	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	4.	0.	1.
360.	*	0.	0.	0.	0.	0.	2.	3.	2.	2.	1.	1.	1.	1.	1.	2.	2.	3.	4.	0.	1.
MAX	*	3.	3.	3.	4.	4.	5.	5.	3.	3.	2.	2.	2.	3.	3.	2.	3.	5.	7.	6.	6.
DEGR.	*	170	240	235	245	240	265	260	265	265	270	275	270	305	310	335	330	270	265	245	245

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
5.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
10.	*	1.	1.	1.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
15.	*	1.	1.	1.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
20.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
25.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
30.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
35.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
40.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.
45.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
50.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
55.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	0.	0.	0.	1.	1.	0.	0.
60.	*	1.	1.	2.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	0.	0.	0.	1.	1.	0.	0.
65.	*	2.	2.	2.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
70.	*	2.	2.	2.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
75.	*	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
80.	*	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.
85.	*	3.	3.	2.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
90.	*	3.	3.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
95.	*	3.	3.	2.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
100.	*	3.	3.	3.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
105.	*	3.	3.	3.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
110.	*	3.	3.	3.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
115.	*	3.	3.	3.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
120.	*	3.	3.	3.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
125.	*	3.	3.	3.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
130.	*	3.	3.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
135.	*	3.	3.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.
140.	*	3.	3.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
145.	*	3.	3.	2.	0.	0.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
150.	*	2.	2.	1.	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
155.	*	2.	2.	1.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	2.	2.
160.	*	2.	2.	1.	0.	1.	1.	1.	1.	0.	0.	0.	1.	1.	2.	2.	0.	0.	0.	2.	2.
165.	*	2.	2.	1.	0.	0.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
170.	*	2.	2.	1.	1.	0.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
175.	*	2.	2.	1.	1.	0.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
180.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	2.	2.
185.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
190.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
195.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
200.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.

205.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
215.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
220.	*	2.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
225.	*	3.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
230.	*	3.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
235.	*	3.	2.	1.	0.	1.	1.	2.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
240.	*	3.	2.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	2.	2.
245.	*	3.	2.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.	1.	2.
250.	*	2.	1.	0.	0.	0.	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	0.	0.	0.	1.	1.
255.	*	2.	1.	0.	0.	0.	0.	1.	0.	2.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.
260.	*	1.	0.	0.	0.	0.	0.	1.	0.	2.	2.	1.	2.	2.	1.	1.	0.	0.	0.	0.	0.
265.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	1.	0.	0.	0.	0.	0.
270.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	1.	0.	0.	0.	0.	0.
275.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
280.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
285.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
290.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	2.	0.	1.	0.	0.	0.
295.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	2.	2.	2.	2.	0.	1.	0.	0.	0.
300.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	2.	2.	2.	2.	0.	1.	1.	0.	0.
305.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	2.	2.	2.	2.	0.	1.	1.	0.	0.
310.	*	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	2.	2.	2.	2.	0.	1.	1.	0.	0.
315.	*	0.	1.	0.	0.	0.	0.	0.	0.	2.	1.	1.	2.	2.	2.	2.	1.	1.	1.	0.	0.
320.	*	1.	1.	1.	0.	0.	0.	0.	0.	2.	1.	1.	2.	2.	2.	2.	1.	1.	1.	0.	0.
325.	*	1.	1.	1.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	2.	1.	0.	1.	1.	0.	0.
330.	*	1.	2.	1.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	1.	0.	1.	1.	0.	0.
335.	*	1.	2.	1.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.
340.	*	1.	2.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	1.	0.	1.	1.	0.	0.
345.	*	2.	2.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
350.	*	1.	2.	1.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
355.	*	1.	2.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
360.	*	1.	1.	2.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	1.	0.	1.	1.	1.	0.	0.
MAX	*	3.	3.	3.	1.	1.	1.	2.	1.	2.	2.	2.	2.	2.	2.	2.	1.	1.	1.	2.	2.
DEGR.	*	85	95	110	190	215	225	235	225	270	265	270	280	310	285	290	0	15	15	95	95

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
0.	*	0.	0.	0.
5.	*	0.	0.	0.
10.	*	0.	0.	0.
15.	*	0.	0.	0.
20.	*	0.	0.	0.
25.	*	0.	0.	0.

30.	*	0.	0.	0.
35.	*	0.	0.	0.
40.	*	0.	0.	0.
45.	*	0.	0.	0.
50.	*	0.	0.	0.
55.	*	0.	0.	0.
60.	*	0.	0.	0.
65.	*	0.	0.	0.
70.	*	1.	0.	0.
75.	*	1.	0.	1.
80.	*	0.	0.	1.
85.	*	1.	1.	1.
90.	*	1.	1.	1.
95.	*	1.	1.	1.
100.	*	1.	1.	2.
105.	*	1.	1.	2.
110.	*	1.	1.	2.
115.	*	1.	1.	2.
120.	*	1.	1.	2.
125.	*	1.	1.	1.
130.	*	1.	1.	1.
135.	*	1.	1.	1.
140.	*	1.	1.	1.
145.	*	1.	1.	0.
150.	*	1.	1.	1.
155.	*	1.	1.	0.
160.	*	1.	1.	1.
165.	*	1.	1.	0.
170.	*	1.	1.	1.
175.	*	1.	1.	1.
180.	*	1.	1.	1.
185.	*	1.	1.	1.
190.	*	1.	1.	1.
195.	*	1.	1.	1.
200.	*	1.	1.	1.
205.	*	1.	1.	1.

JOB: INT#3- CR58 @ Mill/Pulaski (I3PB) RUN: CR58 @ Mill/Pulaski_CO

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC41	REC42	REC43
210.	*	1.	1.	0.
215.	*	1.	1.	0.
220.	*	1.	0.	0.
225.	*	1.	0.	0.
230.	*	1.	0.	0.
235.	*	1.	0.	0.
240.	*	1.	0.	0.
245.	*	0.	0.	0.
250.	*	0.	0.	0.
255.	*	0.	0.	0.
260.	*	0.	0.	0.
265.	*	0.	0.	0.
270.	*	0.	0.	0.
275.	*	0.	0.	0.
280.	*	0.	0.	0.
285.	*	0.	0.	0.
290.	*	0.	0.	0.
295.	*	0.	0.	0.
300.	*	0.	0.	0.
305.	*	0.	0.	0.
310.	*	0.	0.	0.
315.	*	0.	0.	0.

320.	*	0.	0.	0.
325.	*	0.	0.	0.
330.	*	0.	0.	0.
335.	*	0.	0.	0.
340.	*	0.	0.	0.
345.	*	0.	0.	0.
350.	*	0.	0.	0.
355.	*	0.	0.	0.
360.	*	0.	0.	0.
MAX	*	1.	1.	2.
DEGR.	*	105	150	115

THE HIGHEST CONCENTRATION OF 7. ug/m**3 OCCURRED AT RECEPTOR REC18.

ATTACHMENT 6

Additional Ozone Data

- NYSDEC Monitoring Network Plan Excerpts
- NYSDEC Monitoring Data

4.6 Ozone

Ozone is a molecule made up of three oxygen atoms (O_3), a very reactive gas, and even at low concentrations it is irritating and toxic. It occurs naturally in small amounts in the earth's upper atmosphere, and in the air of the lower atmosphere after a lightning storm. In the stratosphere, between 10km and 50km above the earth's surface it forms the Ozone Layer. This is an important protective layer which filters out most of the high energy ultra-violet radiation from the sun which would damage much of the life on earth. When ozone is present at ground level and in the troposphere (10-18 km above earth's surface) it is considered a pollutant and a greenhouse gas. Ozone is used both industrially and commercially due mainly to its reactivity. It is used as a clean way of purifying water both in industry and in the home in hot-tubs and fish tanks. It is also used to disinfect laundry both in hospitals and in the home.

Ground-level O_3 remains a pervasive pollution problem in the United States. Ozone is readily formed in the atmosphere by the reaction of volatile organic compounds (VOCs) and NO_x in the presence of heat and sunlight, which are most abundant in the summer. VOCs are emitted from a variety of sources, including motor vehicles, chemical plants, refineries, factories, consumer and commercial products, other industries, and natural (biogenic) sources. Nitrogen oxides (a precursor to ozone) are emitted from motor vehicles, power plants, and other sources of combustion, as well as natural sources including lightning and biological processes in soil. Changing weather patterns contribute to yearly differences in O_3 concentrations. Ozone and the precursor pollutants that cause O_3 also can be transported into an area from pollution sources located hundreds of miles upwind.

Ozone occurs naturally in the stratosphere and provides a protective layer high above the earth. However, at ground level, it is the prime ingredient of smog. Short-term (1- to 3-hour) and prolonged (6- to 8-hour) exposures to ambient O_3 concentrations have been linked to a number of health effects of concern. For example, increased hospital admissions and emergency room visits for respiratory causes have been associated with ambient O_3 exposures.

Exposures to O_3 result in lung inflammation, aggravate preexisting respiratory diseases such as asthma, and may make people more susceptible to respiratory infection. Other health effects attributed to short-term and prolonged exposures to O_3, generally while individuals are engaged in moderate or heavy exertion, include significant decreases in lung function and increased respiratory symptoms such as chest pain and cough. Children active outdoors during the summer when O_3 levels are at their highest are most at risk of experiencing such effects. Other at-risk groups include adults who are active outdoors, such as outdoor workers, and individuals with preexisting respiratory disorders such as asthma and chronic obstructive lung disease. Within each of these groups are individuals who are unusually sensitive to O_3. In addition, repeated long-term exposure to O_3 presents the possibility of irreversible changes in the lungs, which could lead to premature aging of the lungs and/or chronic respiratory illnesses.

Ozone also affects sensitive vegetation and ecosystems. Specifically, O_3 can lead to reductions in agricultural and commercial forest yields, reduced survivability of sensitive tree seedlings, and increased plant susceptibility to disease, pests, and other environmental stresses such as harsh weather. In long-lived species, these effects may become evident only after several years or even decades. As these species are out-competed by others, long-term effects on forest ecosystems and habitat quality for wildlife and endangered species become evident. Furthermore, O_3 injury to the foliage of trees and other plants can decrease the aesthetic value of ornamental species as well as the natural beauty of our national parks and recreation areas.

EPA initially established primary and secondary NAAQS for photochemical oxidants on April 30, 1971. Both primary and secondary standards were set at an hourly average of 0.08 parts per million (ppm), total photochemical oxidants, not to be exceeded more than one hour per year.

On February 8, 1979, EPA completed its first periodic review of the criteria and standards for O_3 and other photochemical oxidants and made significant revisions to the original standard: the level of the primary and secondary NAAQS was changed to 0.12 ppm; the indicator was changed to O_3; and the form of the standards was changed to be based on the expected number of days per calendar year with a maximum hourly average concentration above 0.12 ppm (i.e., attainment of the standard occurs when that number is equal to or less than one).

In July, 1997 EPA revised the primary and secondary O_3 standards on the basis of the then latest scientific evidence linking exposures to ambient O_3 to adverse health and welfare effects at levels allowed by the 1-hr average standards. The O_3 standards were revised by replacing the existing primary 1-hr average standard with an 8-hr average O_3 standard set at a level of 0.08 ppm. The form of the primary standard was changed to the annual fourth-highest daily maximum 8-hr average concentration, averaged over three years. The secondary O_3 standard was changed by making it identical in all respects to the revised primary standard. These standards were challenged in the courts and the litigation lasted until March, 2002 when the D.C. Circuit Court issued its final decision, finding the 1997 O_3 NAAQS to be "neither arbitrary nor capricious," and denying the remaining petitions for review. As of June 15, 2005 EPA revoked the 1-hour ozone standard in all areas except the fourteen 8-hour ozone nonattainment Early Action Compact (EAC) Areas (none in NY).

On December 22, 2006, the Court of Appeals for the District of Columbia invalidated major sections of U.S. EPA's 2004 rule governing the transition from a 1-hour to an 8-hour ozone standard. In particular, the Court held that the anti-backsliding provisions of Section 172(e) apply and that traditional ozone non-attainment programs (such as new source review, rate of progress milestones, transportation and contingency plans) are controls required to remain in place.

The number of ozone monitors and concentration trends for both the 1 hr, and 8 hr standards in New York State for the past three decades are shown in Figures 4.15 and 4.16, respectively.

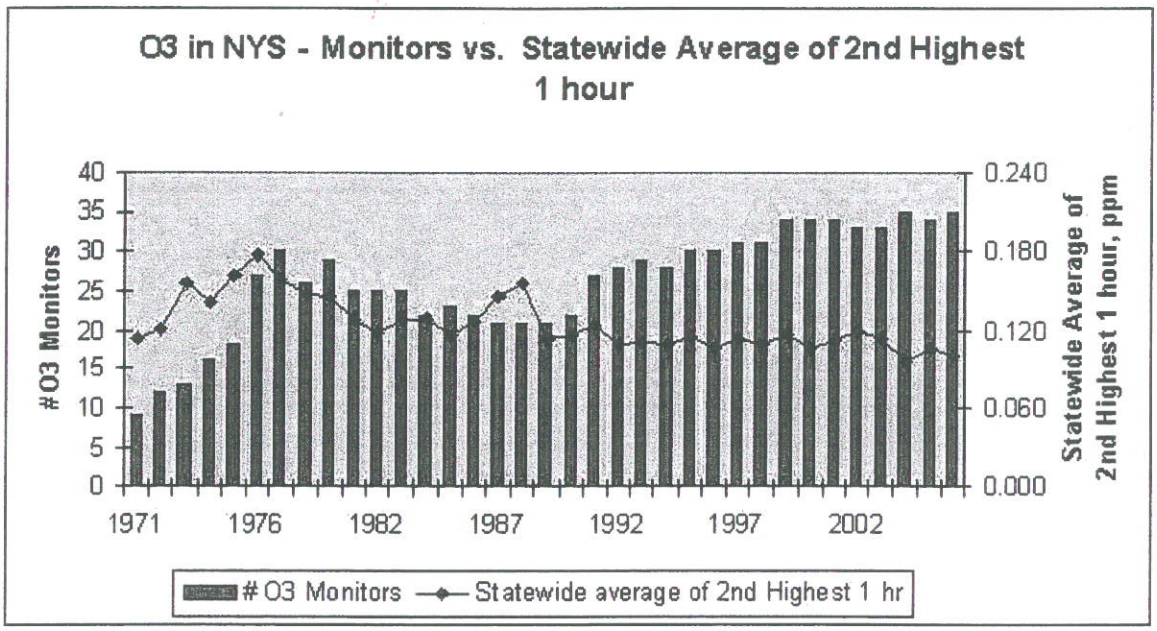

Figure 4.15 Ozone Monitors and 1 hr Concentration Trends

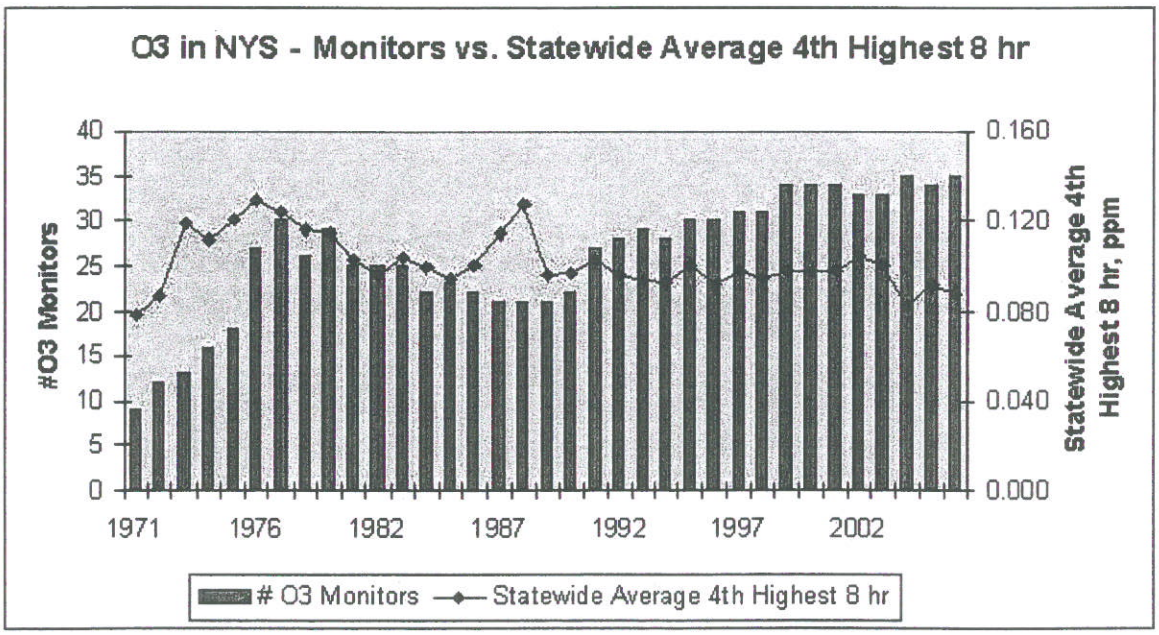

Figure 4.16 Ozone Monitors and 8 hr Concentration Trends

At present NYSDEC operates 32 TEI Model 49C ozone monitors statewide, which use the UV photometric method for detection. The site locations are depicted in Figure 4.17 below.

Based on data from 2004 through 2006, EPA has determined that 22 and 29 counties contravene the 1 hr and 8 hr NAAQS for ozone, respectively (see Section 9.1).

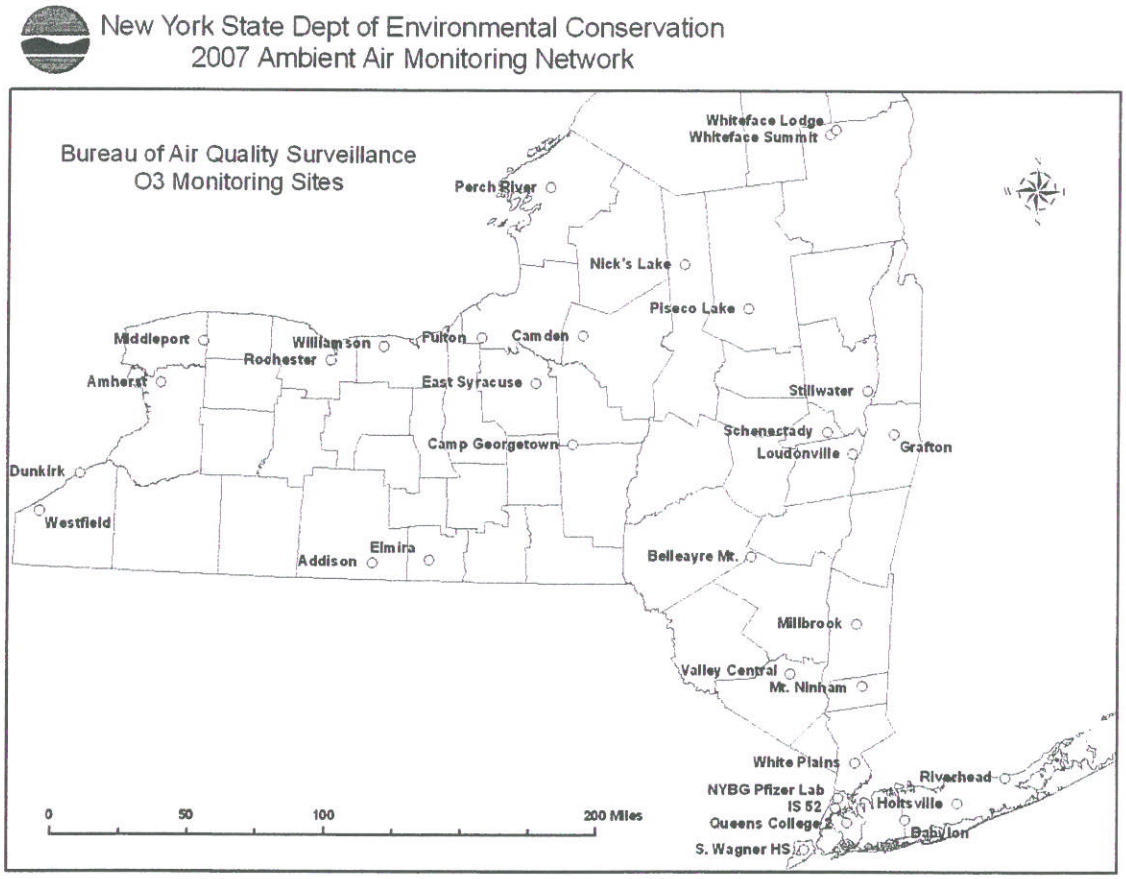

Figure 4.17 Location Map of Ozone Monitoring Sites

OZONE - Continuous UV Light Absorption

NYSDEC Region **1**
Metropolitan Air Quality Control Region

Annual Averages 1996 through 2006

Annual Arithmetic Mean (ppm)

Station	Site No.	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Babylon	5150-02N	.023	.024	.025	.025	.023	.023	.024	.025	.024	.024	.024
Holtsville	5151-10	--	--	--	--	--	--	--	--	--	--	.030
Riverhead	5155-01	.035	.036	.040	.035	.034	.030	.033	.030	(.029)	.035	.039

Comparison Between NYS Ambient Air Quality and Ambient Air Quality Standards for Calendar Year 2006

		One Hour Averages							4th Highest Daily Maximum 8-Hour Average- Not to exceed an avg of 0.08 ppm during the last 3 years *			
		Observations			Highest Values, PPM							
Station	Site No.	Total Obs.	% Avail	>.12 PPM	1st	2nd	3rd	4th	2004	2005	2006	Avg
Babylon	5150-02N	8,573	98	3	.139 + [07/17, 16]	.129 + [07/18, 16]	.128 + [08/02, 15]	.115 [08/01, 15]	.081 [07/22]	.098 [07/22]	.090 [08/01]	.089 +
Holtsville (Operated 04/26-10/31)	5151-10	4,235	93	3	.142 + [07/17, 17]	.135 + [07/18, 15]	.126 + [08/02, 16]	.123 [08/01, 16]	---	---	.093 [08/03]	---
Riverhead (Operated 03/23-11/01)	5155-01	4,942	92	3	.168 + [07/18, 16]	.146 + [07/17, 17]	.126 + [08/01, 18]	.120 [08/02, 17]	.069 [05/11]	.086 [07/21]	.101 [07/17]	.085 +

Due to EPA Waiver for SLAMS (Non-NAMS), % Availability may be based on operational year of less than 12 months (Riverhead)

(Annual Means in parentheses are based on less than 75% available data) N=NAMS (National Air Monitoring Station) [Date of Occurrence, Hour]
* Federal Ambient Air Quality Standard + Denotes a contravention of Federal AAQS (Note: .08 PPM standard is not exceeded unless avg. of 4th max 8-hr concentrations > .084 PPM)

NEW YORK STATE
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

High Ozone Values During 2007

1-Hour Averages

Values below are maximum 1-hour ozone concentrations measured on the given date in parts per million (ppm). These values are followed by "-" and the number of hourly values exceeding the numerical value of the National Ambient Air Quality Standard (>0.124 ppm).

One Hour Ozone Values greater than 0.124 ppm for NYC Metro Area

Station	County	NYS ID	8 Jul 07	9 Jul 07	10 July 07	2 Aug 07
Babylon	Suffolk	5150-02				
Holtsville	Suffolk	5151-10				
Riverhead	Suffolk	5155-01				
CCNY	New York	7093-25				
IS 52	Bronx	7094-07				
Pfizer Lab	Bronx	7094-10				
Queens College 2	Queens	7096-15				
Susan Wagner	Richmond	7097-01				
White Plains	Westchester	5902-04		.126-1	.138-1	.127-1

One Hour Ozone Values greater than 0.124 ppm for Upstate

Station	County	NYS ID	8 Jul 07	9 Jul 07	10 July 07	2 Aug 07
Valley Central	Orange	3527-01	.145-2		.133-1	
Millbrook	Dutchess	1328-01				
Mt. Ninham	Putnam	3951-01		.126-1		
Belleayre Mt.	Ulster	5565-03				
Loudonville	Albany	0101-33				
Schenectady	Schenectady	4601-05				
Grafton Lake	Rensselaer	4153-04				
Stillwater	Saratoga	4567-01				
Whiteface Summit	Essex	1567-03				
Whiteface Base	Essex	1567-04				
Piseco Lake	Hamilton	2050-01				
Perch River	Jefferson	2223-01				
Camden	Oneida	3255-01				
Nicks Lake	Herkimer	2167-03				
Georgetown	Madison	2655-01				
East Syracuse	Onondaga	3353-09				
Fulton	Oswego	3754-01				
Elmira	Chemung	0701-05				
Rochester 2	Monroe	2701-22				
Williamson	Wayne	5863-01				
Pinnacle	Steuben	5001-04				
Westfield	Chautauqua	0675-01				
Amherst	Erie	1451-03				
Middleport	Niagara	3120-02				
Dunkirk	Chautauqua	0601-04				

8-Hour Averages

Values below are maximum daily 8-hour ozone concentrations measured in parts per million (ppm), exceeding the value of the National Ambient Air Quality Standard (>0.084 ppm). The column labeled 4th Max indicates the 4th highest 8-hour average for all days to date, not just the "high" days listed; **bold** values are those >0.084 ppm.

Eight hour Ozone averages Greater Than 0.084 ppm for NYC Metro Area

Station	County	NYS ID	4th Max	9 May	15 May	24 May	25 May	31 May	2 Jun	8 Jun	19 Jun	25 Jun	26 Jun	8 Jul	9 Jul	10 Jul	17 Jul	J
Babylon	Suffolk	5150-02	0.084												0.092			
Holtsville	Suffolk	5151-10	**0.085**												0.091			0.(
Riverhead	Suffolk	5155-01	**0.085**											0.086	0.085			
CCNY	New York	7093-25	0.077												0.092			
IS 52	Bronx	7094-07	0.076															
Pfizer Lab	Bronx	7094-10	0.076												0.085			
Queens College 2	Queens	7095-15	0.075												0.088			
Susan Wagner	Richmond	7097-01	0.083												0.098			
White Plains	Westchester	5902-04	**0.095**						0.092				0.096		0.093	0.101	0.101	

Eight hour Ozone averages Greater Than 0.084 ppm for Upstate

Station	County	NYS ID	4th Max	9 May	15 May	24 May	25 May	31 May	2 Jun	8 Jun	19 Jun	25 Jun	26 Jun	8 Jul	9 Jul	10 Ju
Valley Central	Orange	3527-01	0.084							0.103	0.094					0.09
Millbrook	Dutchess	1328-01	0.078							0.088						
Mt. Ninham	Putnam	3951-01	**0.086**		0.086			0.085		0.086		0.089			0.090	0.08
Belleayre Mt.	Ulster	5655-03	0.073													
Loudonville	Albany	0101-33	0.076							0.088	0.089					
Schenectady	Schenectady	4601-05	0.068													
Grafton Lake	Rensselaer	4153-04	0.078													
Stillwater	Saratoga	4567-03	0.082							0.088						
Whiteface Summit	Essex	1567-03	0.084			0.105	0.102						0.085			
Whiteface Base	Essex	1567-04	0.078			0.093	0.091									
Piseco Lake	Hamilton	2050-01	0.074													
Perch River	Jefferson	2223-01	0.083			0.087	0.085									
Camden	Oneida	3255-01	0.072													
Nicks Lake	Herkimer	2167-03	0.075													
Georgetown	Madison	2655-01	0.078													
East Syracuse	Onondaga	3353-09	0.081			0.088		0.085								
Fulton	Oswego	3754-01	0.079													
Elmira	Chemung	0701-05	0.071													
Rochester 2	Monroe	2701-22	0.081						0.089							
Williamson	Wayne	5863-01	0.079													
Pinnacle	Steuben	5001-04	0.075													
Westfield	Chautauqua	0675-01	0.084													
Amherst	Erie	1451-03	**0.086**			0.088										
Middleport	Niagara	3120-02	0.083			0.089										
Dunkirk	Chautauqua	0601-04	**0.086**	0.086				0.092	0.086							

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