New Stapleton Waterfront Development Plan

Draft Environmental Impact Statement

CEQR #: 06DME001R

Technical Appendices Volume 2

May 2006

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For
Technical Appendices Volume 2

Appendices included in this Volume include:

Appendix E – Air Quality Technical Back-up
Appendix F – Noise Technical Back-up

Appendix E – Air Quality Back-up Data

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Broad Street
LOCATION: Loc. 10
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Broad Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15-MIN. VOLUME	HOURLY VOLUME
8:00 AM to 8:15 AM	Auto		6		5								5	63					82	14		276	
	SUV		1											8					17	5			
	Light Truck													14					21	3			
	Medium Truck		1		1									3					4	1			
	Heavy Truck													1					1				
	Bus				2								1	5					9	3			939
8:15 AM to 8:30 AM	Auto				7								7	60					89	16		264	
	SUV				3								2	14					14	3			
	Light Truck				4								1	12					12	1			
	Medium Truck																		4				
	Heavy Truck				1														1	1			
	Bus				1									5					6				982
8:30 AM to 8:45 AM	Auto		16		10								2	74					80	15		298	
	SUV		3		1								3	14					13	6			
	Light Truck		1		3									7					14	2			
	Medium Truck													1					9				
	Heavy Truck												1						9	1			
	Bus		1		1								1	7					3				1,054
8:45 AM to 9:00 AM	Auto		6		5								8	88					83	7		267	
	SUV		4										1	12					12	1			
	Light Truck		1		2								1	3					10	2			
	Medium Truck													5					3				
	Heavy Truck													4					3				
	Bus													3					3				1,105
Peak Hour Volume (PHV)			40		46								33	403					502	81		1,105	
PHV (by approach)														436					583				
Peak Hour Factor (PHF)			0.48		0.72								0.83	0.88					0.94	0.78			
Total Auto			28		27								22	285					334	52			
Total SUV			8		4								6	48					56	15			
Total Light Truck			2		9								2	36					57	8			
Total Medium Truck			1		1									9					20	1			
Total Heavy Truck					1								1	5					14	2			
Total Bus			1		4								2	20					21	3			
% Auto's			95.0%		87.0%								90.9%	91.6%					89.0%	92.6%			
% Heavy Vehicles			5.0%		13.0%								9.1%	8.4%					11.0%	7.4%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Broad Street
LOCATION: Loc. 10
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	Broad Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 MIN. VOLUME	HOURLY VOLUME
12:30 PM to 12:45 PM	Auto		8		5								2	52					88	16		281	
	SUV		8		2								1	25					18	3			
	Light Truck		1											9					15	3			
	Medium Truck				2									1					10	2			
	Heavy Truck				2									1					3				
	Bus													3					1				902
12:45 PM to 1:00 PM	Auto		15		3								1	46					83	21		250	
	SUV		3		2								7	20					8	6			
	Light Truck		4										1	1					7	4			
	Medium Truck		1											1					4	2			
	Heavy Truck		1											3					1				
	Bus												1	1					3				932
1:00 PM to 1:15 PM	Auto		13		5								1	57					78	12		256	
	SUV		3		3								2	11					15	5			
	Light Truck		3		2								1	4					19	3			
	Medium Truck				2									4					3				
	Heavy Truck		1											1					1	1			
	Bus													3					3				986
1:15 PM to 1:30 PM	Auto		10		6								6	78					71	18		291	
	SUV		3		3								2	13					16	4			
	Light Truck		1		2									10					23	1			
	Medium Truck												1	9					4				
	Heavy Truck		1											1									
	Bus													4					4				1,078
Peak Hour Volume (PHV)			76		39								26	358					478	101		1,078	
PHV (by approach)														384					579				
Peak Hour Factor (PHF)			0.79		0.81								0.65	0.78					0.89	0.77			
Total Auto			46		19								10	233					320	67			
Total SUV			17		10								12	69					57	18			
Total Light Truck			9		4								2	24					64	11			
Total Medium Truck			1		4								1	15					21	4			
Total Heavy Truck			3		2									6					5	1			
Total Bus													1	11					11				
% Auto's & Taxi's			94.7%		84.6%								92.3%	91.1%					92.3%	95.0%			
% Heavy Vehicles			5.3%		15.4%								7.7%	8.9%					7.7%	5.0%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Broad Street
LOCATION: Loc. 10
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	Broad Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
4:30 PM to 4:45 PM	Auto		7		5								7	70					91	16		277	
	SUV		3		2								2	23					17	7			
	Light Truck		1										1	10					6	2			
	Medium Truck													2					2	1			
	Heavy Truck																						
	Bus													1					1				857
4:45 PM to 5:00 PM	Auto		8		3								5	57					99	21		291	
	SUV		2		2								2	20					26	9			
	Light Truck		1										2	11					11				
	Medium Truck													2					3	1			
	Heavy Truck																						
	Bus													2					4				1,148
5:00 PM to 5:15 PM	Auto		8		7								15	71					113	17		321	
	SUV		2		1								3	27					27	4			
	Light Truck		1										2	11					4	2			
	Medium Truck													2									
	Heavy Truck																						
	Bus													2					2				1,152
5:15 PM to 5:30 PM	Auto		11		14								12	55					84	20		282	
	SUV		2										2	22					21	7			
	Light Truck		2		1									8					10	1			
	Medium Truck													3					1				
	Heavy Truck																						
	Bus													3					3				1,171
Peak Hour Volume (PHV)			48		35								53	402					525	108		1,171	
PHV (by approach)				83										455					633				
Peak Hour Factor (PHF)			0.80		0.58								0.66	0.89					0.90	0.87			
Total Auto			34		29								39	253					387	74			
Total SUV			9		5								9	92					91	27			
Total Light Truck			5		1								5	40					31	5			
Total Medium Truck														9					6	2			
Total Heavy Truck																							
Total Bus														8					10				
% Auto's & Taxi's			100.0%		100.0%								100.0%	95.8%					97.0%	98.1%			
% Heavy Vehicles														4.2%					3.0%	1.9%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.4	20.57									
Clifton	-	Virginia	268.8	9.0	0.0	20.36									
Virginia	-	Church	280.4	6.0	0.0	31.86									
Church	-	Sylvaton	178.6	4.0	0.0	30.44									
Sylvaton	-	Chestnut	331.6	8.0	0.0	28.26									
Chestnut	-	Lynhurst	317.7	7.0	0.0	30.94									
Lynhurst	-	Willow	308.6	6.0	0.0	26.32	18.0	20.9		8.0	6.9		26.32	23.74	
Willow	-	Murray / Hulbert	223.5	32.0	19.3	4.76	28.9	30.4	30.5	32.0	32.5	32.5	4.76	4.70	4.69
Murray / Hulbert	-	Greenfield	400.5	5.0	0.0	54.59									
Greenfield	-	Townsend	458.3	7.0	0.0	44.35									
Townsend	-	Norwood	161.3	4.0	0.0	27.49									
Norwood	-	Vanderbilt	272.2	10.0	0.0	18.56	13.5	14.3	20.0	10.0	10.2	12.0	18.56	18.12	15.53
Vanderbilt	-	Broad	1338.4	26.0	0.5	35.10	14.3	15.7	19.8	26.0	26.4	27.7	35.10	34.54	33.00
Broad	-	Thompson	154.1	5.0	0.0	21.01	8.8	9.2	9.5	5.0	5.1	5.2	21.01	20.52	20.17
Thompson	-	Canal	274	10.0	2.0	18.68	14.8	16.2	22.3	10.0	10.4	12.3	18.68	17.93	15.25
Canal	-	Water	175.3	9.0	1.3	13.28	8.7	9.0	9.2	9.0	9.1	9.2	13.28	13.15	13.06
Water	-	Union	213.2	8.0	0.5	18.17									
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	0.0	9.0	9.0	9.0	25.96	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49									
Sands	-	Wave	201.3	6.0	1.4	22.88	8.9	9.3	9.6	6.0	6.1	6.2	22.88	22.43	22.10
Wave	-	Baltic	618.6	25.0	2.4	16.87									
Baltic	-	Clinton	264.4	11.0	7.9	16.39									
Clinton	-	Swan	1211.1	35.0	11.9	23.59	12.8	13.8	17.0	35.0	35.3	36.3	23.59	23.39	22.77
Swan	-	Hannah	318	10.0	0.0	21.68	13.0	13.6	15.4	10.0	10.2	10.7	21.68	21.17	20.23
Hannah	-	Victory	680	19.0	1.4	24.40	30.7	82.5	153.2	19.0	34.5	55.8	24.40	13.42	8.32

(These 2 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	23.0	7.0	20.93	10.8	11.1	11.1	23.0	23.1	23.1	20.93	20.84	20.84
Hannah	-	Swan	295	7.0	0.0	28.72	12.3	13.0	13.1	7.0	7.2	7.2	28.72	27.89	27.77
Swan	-	Clinton	1,258	39.0	12.9	21.99									
Clinton	-	Baltic	284	8.0	0.0	24.24									
Baltic	-	Wave	592	14.0	0.0	28.83	8.3	8.5	9.1	14.0	14.1	14.2	28.83	28.71	28.35
Wave	-	Sands	209	4.0	0.0	35.69									
Sands	-	Prospect	231	6.0	0.6	26.26	8.7	9.2	10.4	6.0	6.2	6.5	26.26	25.62	24.20
Prospect	-	Union	235	24.0	15.1	6.66									
Union	-	Water	248	6.0	0.0	28.20	0.0	0.0	0.0	6.0	6.0	6.0	28.20	28.20	28.20
Water	-	Canal	260	13.0	7.6	13.65	12.3	13.0	13.3	13.0	13.2	13.3	13.65	13.44	13.34
Canal	-	Thompson	266	11.0	4.6	16.49	0.0	0.0	0.0	11.0	11.0	11.0	16.49	16.49	16.49
Thompson	-	Broad	121	8.0	0.0	10.30	15.8	18.3	19.4	8.0	8.8	9.1	10.30	9.42	9.08
Broad	-	Vanderbilt	1,348	38.0	12.2	24.18	13.8	15.4	15.8	38.0	38.5	38.7	24.18	23.84	23.76
Vanderbilt	-	Norwood	289	7.0	0.0	28.15									
Norwood	-	Townsend	155	4.0	0.0	26.11									
Townsend	-	Greenfield	312	23.0	8.1	9.26									
Greenfield	-	Murray / Hubert	201	18.0	18.6	7.61	34.8	51.9	59.0	18.0	23.1	25.3	7.61	5.92	5.42
Murray / Hubert	-	Willow	607	13.0	0.0	31.84	15.0	22.4		13.0	15.2		31.84	27.19	
Willow	-	Lynhurst	361	7.0	0.0	35.15									
Lynhurst	-	Chestnut	274	6.0	0.0	31.18									
Chestnut	-	Sylvaton	380	8.0	0.0	32.38									
Sylvaton	-	Church	187	10.0	4.9	12.74									
Church	-	Virginia	249	18.0	7.4	9.42									
Virginia	-	Clifton	253	8.0	0.0	21.53									
Clifton	-	Hylan	362	10.0	2.2	24.68	23.6	25.9	27.8	10.0	10.7	11.3	24.68	23.09	21.92

(These 2 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday MD

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	31.0	3.3	7.96									
Clifton	-	Virginia	268.8	26.0	22.5	7.05									
Virginia	-	Church	280.4	7.0	0.0	27.31									
Church	-	Sylvaton	178.6	4.0	0.0	30.44									
Sylvaton	-	Chestnut	331.8	12.0	1.8	18.85									
Chestnut	-	Lynhurst	317.7	5.0	0.0	43.32									
Lynhurst	-	Willow	308.8	31.0	9.6	6.79	16.3	18.1		31.0	31.5		6.79	6.68	
Willow	-	Murray / Hulbert	223.5	38.0	20.0	4.01	45.0	67.0	126.3	38.0	44.6	62.4	4.01	3.42	2.44
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	6.0	0.0	51.74									
Townsend	-	Norwood	181.3	4.0	0.0	27.49									
Norwood	-	Vanderbilt	272.2	17.0	0.0	10.92	14.2	17.2	21.0	17.0	17.9	19.0	10.92	10.37	9.75
Vanderbilt	-	Broad	1336.4	51.0	26.1	17.89	15.0	18.8	30.4	51.0	52.1	55.6	17.89	17.50	16.41
Broad	-	Thompson	154.1	7.0	0.0	15.01	9.2	10.0	10.6	7.0	7.2	7.4	15.01	14.51	14.16
Thompson	-	Canal	274	26.0	13.4	7.19	15.2	17.4	27.9	26.0	26.7	29.8	7.19	7.01	6.27
Canal	-	Water	175.3	13.0	2.9	9.19	11.3	13.0	17.0	13.0	13.5	14.7	9.19	8.65	8.13
Water	-	Union	213.2	19.0	8.3	7.65									
Union	-	Prospect	342.7	14.0	2.5	16.69	0.0	0.0	0.0	14.0	14.0	14.0	16.69	16.69	16.69
Prospect	-	Sands	169.6	9.0	0.0	14.38									
Sands	-	Wave	201.3	7.0	0.6	19.61	9.6	10.7	15.1	7.0	7.3	8.7	19.61	18.72	15.87
Wave	-	Baltic	618.6	22.0	0.0	19.17									
Baltic	-	Clinton	264.4	17.0	8.8	10.60									
Clinton	-	Swan	1211.1	33.0	5.8	25.02	11.8	12.7	14.7	33.0	33.3	33.9	25.02	24.82	24.38
Swan	-	Hannah	318	12.0	0.0	18.07	12.3	12.8	14.0	12.0	12.2	12.5	18.07	17.65	17.33
Hannah	-	Victory	680	30.0	10.6	15.45	31.0	37.6	82.6	30.0	32.0	45.5	15.45	14.50	10.19

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	34.0	13.7	14.16	11.4	11.8	11.8	34.0	34.1	34.1	14.16	14.11	14.11
Hannah	-	Swan	295	10.0	1.6	20.11	12.7	13.4	13.5	10.0	10.2	10.2	20.11	19.69	19.64
Swan	-	Clinton	1,258	32.0	5.1	26.80									
Clinton	-	Baltic	284	7.0	0.0	27.70									
Baltic	-	Wave	592	26.0	8.1	15.52	8.8	9.3	11.9	26.0	26.2	27.0	15.52	15.40	14.96
Wave	-	Sands	209	6.0	0.7	23.80									
Sands	-	Prospect	231	11.0	0.0	14.32	9.0	10.4	16.6	11.0	11.4	13.3	14.32	13.80	11.87
Prospect	-	Union	235	33.0	24.1	4.85									
Union	-	Water	248	8.0	0.0	21.15	0.0	0.0	0.0	8.0	8.0	8.0	21.15	21.15	21.15
Water	-	Canal	250	6.0	0.0	29.58	12.1	12.7	13.1	6.0	6.2	6.3	29.58	28.72	28.17
Canal	-	Thompson	266	7.0	0.0	25.92	0.0	0.0	0.0	7.0	7.0	7.0	25.92	25.92	25.92
Thompson	-	Broad	121	27.0	0.0	3.05	16.6	19.2	20.9	27.0	27.8	28.3	3.05	2.97	2.91
Broad	-	Vanderbilt	1,348	38.0	27.0	24.18	14.5	16.2	16.4	38.0	38.5	38.6	24.18	23.86	23.82
Vanderbilt	-	Norwood	259	8.0	0.0	24.64									
Norwood	-	Townsend	165	5.0	0.0	22.49									
Townsend	-	Greenfield	512	14.0	0.0	15.21									
Greenfield	-	Murray / Hulbert	201	8.0	8.7	17.11	33.0	42.3	73.7	8.0	10.8	20.2	17.11	12.59	6.77
Murray / Hulbert	-	Willow	607	34.0	14.4	12.17	18.0	21.2		34.0	35.6		12.17	11.64	
Willow	-	Lynhurst	361	11.0	0.0	22.37									
Lynhurst	-	Chestnut	274	9.0	0.0	20.79									
Chestnut	-	Sylvaton	380	10.0	0.0	25.90									
Sylvaton	-	Church	187	14.0	5.4	9.10									
Church	-	Virginia	249	9.0	0.7	18.85									
Virginia	-	Clifton	253	32.0	6.1	5.38									
Clifton	-	Hylan	362	35.0	24.7	7.05	17.9	19.1	20.7	35.0	35.4	35.8	7.05	6.98	6.89

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

EHG-WONG, TAUBI & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday PM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.0	20.57									
Clifton	-	Virginia	268.8	26.0	14.3	7.05									
Virginia	-	Church	280.4	7.0	0.0	27.31									
Church	-	Sylvaton	378.6	3.0	0.0	40.59									
Sylvaton	-	Chestnut	331.8	8.0	0.0	26.28									
Chestnut	-	Lynhurst	317.7	11.0	0.0	19.69									
Lynhurst	-	Willow	308.8	25.0	18.3	8.42	17.2	19.4		25.0	25.7		8.42	8.21	
Willow	-	Murray / Hulbert	223.5	40.0	21.6	3.81	46.3	66.0	130.5	40.0	45.9	65.3	3.81	3.32	2.34
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	6.0	0.0	51.74									
Townsend	-	Norwood	161.3	3.0	0.0	36.66									
Norwood	-	Vanderbilt	272.2	16.0	5.4	11.60	20.7	33.9	108.8	16.0	20.0	42.4	11.60	9.50	4.37
Vanderbilt	-	Broad	1338.4	57.0	25.3	16.01	15.6	24.2	68.5	57.0	59.6	72.9	16.01	15.32	12.52
Broad	-	Thompson	154.1	6.0	0.0	17.51	9.3	10.0	10.5	6.0	6.2	6.4	17.51	16.92	16.52
Thompson	-	Canal	274	17.0	7.6	10.99	15.3	18.4	69.5	17.0	17.9	33.3	10.99	10.42	5.62
Canal	-	Water	175.3	16.0	7.4	7.47	10.2	11.1	13.0	16.0	16.3	16.8	7.47	7.35	7.10
Water	-	Union	213.2	37.0	26.3	3.93									
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	0.0	9.0	9.0	9.0	25.96	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49									
Sands	-	Wave	201.3	4.0	0.0	34.31	9.2	10.1	12.6	4.0	4.3	5.0	34.31	32.14	27.34
Wave	-	Baltic	618.6	16.0	0.0	26.36									
Baltic	-	Clinton	264.4	36.0	25.1	5.01									
Clinton	-	Swan	1211.1	25.0	0.0	33.03	11.7	13.0	17.0	25.0	25.4	26.6	33.03	32.62	31.05
Swan	-	Hannah	318	7.0	0.0	30.97	12.3	13.1	14.8	7.0	7.2	7.8	30.97	29.55	27.98
Hannah	-	Victory	680	47.0	27.0	9.86	26.8	51.4	103.5	47.0	54.4	70.0	9.86	8.53	6.62

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	22.0	4.8	21.88	11.3	11.7	11.8	22.0	22.1	22.2	21.88	21.76	21.73
Hannah	-	Swan	295	11.0	0.0	18.28	12.3	12.9	13.0	11.0	11.2	11.2	18.28	17.96	17.94
Swan	-	Clinton	1,258	35.0	5.8	24.50									
Clinton	-	Baltic	284	8.0	0.0	24.24									
Baltic	-	Wave	592	15.0	0.0	26.91	8.5	9.1	11.7	15.0	15.2	16.0	26.91	26.59	25.29
Wave	-	Sands	209	5.0	0.0	28.55									
Sands	-	Prospect	231	7.0	0.0	22.51	6.9	10.8	15.9	7.0	7.6	9.1	22.51	20.81	17.32
Prospect	-	Union	235	12.0	0.3	13.32									
Union	-	Water	248	8.0	1.8	21.15	0.0	0.0	0.0	8.0	8.0	8.0	21.15	21.15	21.15
Water	-	Canal	260	7.0	0.0	25.35	12.3	12.8	13.2	7.0	7.2	7.3	25.35	24.82	24.41
Canal	-	Thompson	256	6.0	0.0	30.24	0.0	0.0	0.0	6.0	6.0	6.0	30.24	30.24	30.24
Thompson	-	Broad	121	16.0	5.4	5.15	15.9	17.5	18.6	16.0	16.5	16.8	5.15	5.00	4.90
Broad	-	Vanderbilt	1,348	28.0	5.6	32.81	13.4	14.3	14.4	28.0	28.3	28.3	32.81	32.50	32.46
Vanderbilt	-	Norwood	289	6.0	0.0	32.65									
Norwood	-	Townsend	165	4.0	0.0	28.11									
Townsend	-	Greenfield	312	15.0	7.8	14.20									
Greenfield	-	Murray / Hubert	201	21.0	13.1	6.52	34.0	37.6	55.0	21.0	22.1	27.3	6.52	6.20	5.01
Murray / Hubert	-	Willow	607	16.0	0.0	25.87	16.7	19.7		16.0	16.9		25.87	24.49	
Willow	-	Lynhurst	361	10.0	0.6	24.61									
Lynhurst	-	Chestnut	274	7.0	0.0	26.73									
Chestnut	-	Sylvaton	380	10.0	0.6	25.90									
Sylvaton	-	Church	187	4.0	0.0	31.88									
Church	-	Virginia	249	8.0	0.0	21.20									
Virginia	-	Clifton	253	44.0	0.0	3.91									
Clifton	-	Hylan	362	17.0	15.0	14.52	24.1	26.3	28.9	17.0	17.7	18.4	14.52	13.98	13.38

(These 3 columns are directly input from speed input spreadsheet)

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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	60.0	29.7	4.71									
Targee	-	Gordon	317.4	9.0	0.0	24.05									
Gordon	-	Cedar	716.5	20.0	0.0	24.43									
Cedar	-	Canal	274.7	40.0	15.7	4.68									
Canal	-	Quinn	287.2	9.0	0.0	21.76									
Quinn	-	Wright	359.6	10.0	0.0	24.52									
Wright	-	Brownell	414.5	11.0	0.0	25.69									
Brownell	-	Bay	224.2	50.0	29.8	3.06	33.5	35.1	36.7	50.0	50.5	51.0	3.06	3.03	3.00

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98									
Brownell	-	Wright	444.3	14.0	0.0	21.64									
Wright	-	Quinn	337.5	10.0	0.0	23.01									
Quinn	-	Canal	296.2	9.0	0.0	22.44									
Canal	-	Cedar	211.4	6.0	0.0	24.02									
Cedar	-	Gordon	760.5	35.0	0.0	14.81									
Gordon	-	Targee	320.7	41.0	37.8	5.33									
Targee	-	Van Duzer	414	16.0	11.3	17.64									

(These 3 columns are directly input from speed input spreadsheet)

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday MD

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	22.0	1.5	12.83									
Targee	-	Gordon	317.4	8.0	0.0	27.05									
Gordon	-	Cedar	716.5	22.0	0.7	22.21									
Cedar	-	Canal	274.7	10.0	0.3	18.73									
Canal	-	Quinn	287.2	8.0	0.0	24.48									
Quinn	-	Wright	359.6	9.0	0.0	27.24									
Wright	-	Brownell	414.5	11.0	0.0	25.69									
Brownell	-	Bay	224.2	43.0	14.0	3.55	22.3	23.2	24.4	43.0	43.3	43.6	3.55	3.53	3.50

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	13.0	0.5	11.76									
Brownell	-	Wright	444.3	11.0	0.0	27.54									
Wright	-	Quinn	337.5	10.0	0.0	23.01									
Quinn	-	Canal	296.2	17.0	2.0	11.88									
Canal	-	Cedar	211.4	11.0	0.0	13.10									
Cedar	-	Gordon	760.5	29.0	2.0	17.88									
Gordon	-	Targee	320.7	12.0	0.0	18.22									
Targee	-	Van Duzer	414	40.0	16.5	7.06									

(These 3 columns are directly input from speed input spreadsheet)

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday PM

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	68.0	28.7	4.15									
Targee	-	Gordon	317.4	9.0	0.0	24.05									
Gordon	-	Cedar	716.5	20.0	0.0	24.43									
Cedar	-	Canal	274.7	6.0	0.0	31.22									
Canal	-	Quinn	287.2	8.0	0.0	24.48									
Quinn	-	Wright	359.6	12.0	2.7	20.43									
Wright	-	Brownell	414.5	18.0	0.0	15.70									
Brownell	-	Bay	224.2	17.0	10.3	8.99	31.9	32.6	34.3	17.0	17.2	17.7	8.99	8.88	8.63

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98									
Brownell	-	Wright	444.3	13.0	0.0	23.30									
Wright	-	Quinn	337.5	13.0	0.0	17.70									
Quinn	-	Canal	296.2	21.0	7.3	9.62									
Canal	-	Cedar	211.4	13.0	0.0	11.09									
Cedar	-	Gordon	760.5	25.0	9.7	20.74									
Gordon	-	Targee	320.7	55.0	40.7	3.98									
Targee	-	Van Duzer	414	32.0	11.5	8.82									

(These 3 columns are directly input from speed input spreadsheet)

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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	12.0	0.0	21.13									
Jackson	-	Van Duzer	302.7	30.0	9.2	6.88									
Van Duzer	-	Union	767.3	24.0	0.0	21.80									
Union	-	Bay	449.1	50.0	67.2	6.12									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	31.0	10.7	10.71	22.4	32.1	109.8	31.0	33.9	57.2	10.71	9.79	5.80
Bay	-	Union	449.1	21.0	0.0	14.58									
Union	-	Van Duzer	764.9	48.0	28.8	10.87									
Van Duzer	-	Jackson	377.9	13.0	0.0	19.82									
Jackson	-	St. Pauls	372	13.0	8.8	19.51									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday MD

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	14.0	0.0	18.11									
Jackson	-	Van Duzer	302.7	34.0	18.2	6.07									
Van Duzer	-	Union	767.3	22.0	0.0	23.78									
Union	-	Bay	449.1	43.0	3.6	7.12									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	64.0	46.0	5.19	21.2	50.8	959.5	64.0	72.9	345.5	5.19	4.58	0.96
Bay	-	Union	449.1	18.0	0.0	17.01									
Union	-	Van Duzer	764.9	24.0	0.0	21.73									
Van Duzer	-	Jackson	377.9	12.0	0.0	21.47									
Jackson	-	St. Pauls	372	40.0	33.8	6.34									

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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday PM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	21.0	0.0	12.07									
Jackson	-	Van Duzer	302.7	28.0	22.0	7.37									
Van Duzer	-	Union	767.3	26.0	0.0	20.12									
Union	-	Bay	449.1	11.0	0.0	27.84									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	69.0	45.2	4.81	26.1	82.6	999.0	69.0	86.0	360.9	4.81	3.86	0.92
Bay	-	Union	449.1	19.0	0.0	16.12									
Union	-	Van Duzer	764.9	55.0	22.2	9.48									
Van Duzer	-	Jackson	377.9	15.0	0.8	17.18									
Jackson	-	St. Pauls	372	36.0	14.5	7.05									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	20.0	0.0	13.79									
Wave	-	Hannah	2547	58.0	0.0	29.94	14.3	17.6	16.0	58.0	59.0	58.5	29.94	29.44	29.68

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	64.0	0.0	27.14									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Jackson	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	6.0	0.0	33.93									
Thompson	-	Edgewater	2,458	65.0	5.3	25.78	51.3	71.5	129.4	65.0	71.1	88.4	25.78	23.58	18.95

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	52.0	0.0	32.23									
Thompson	-	Canal	225.7	6.0	0.0	25.65									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	8.0	0.0	34.48									
Wave	-	Hannah	2547	66.0	0.0	26.31	12.4	14.5	18.9	66.0	66.6	68.0	26.31	26.06	25.56

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	58.0	0.0	29.94									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Jackson	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	16.0	0.0	12.72									
Thompson	-	Edgewater	2,458	56.0	12.3	29.93	37.1	44.1	100.1	56.0	58.1	74.9	29.93	28.85	22.38

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday PM

NORTHBOUND Front between Edgewater and Hannah LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	7.0	0.0	39.41									
Wave	-	Hannah	2547	66.0	23.5	26.31	14.6	20.0	22.3	66.0	67.6	68.3	26.31	25.68	25.42

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	52.0	0.0	33.40									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Jackson	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	14.0	0.0	14.54									
Thompson	-	Edgewater	2,458	77.0	0.0	21.77	57.5	77.2	173.3	77.0	82.9	111.7	21.77	20.21	15.00

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"
(6) Difference of (future scenario - existing delay)*(0.3)
(6.8) Mitigation not required ***bold italicize***

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.4	20.57						
Clifton	-	Virginia	268.6	9.0	0.0	20.36						
Virginia	-	Church	280.4	6.0	0.0	31.56						
Church	-	Sylvaton	178.6	4.0	0.0	30.44						
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28						
Chestnut	-	Lynhurst	317.7	7.0	0.0	30.94						
Lynhurst	-	Willow	308.6	6.0	0.0	35.32						
Willow	-	Murray / Hulbert	223.5	32.0	19.3	4.76	28.9	30.5	32.0	32.5	4.76	4.69
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	7.0	0.0	44.35						
Townsend	-	Norwood	161.3	4.0	0.0	27.49						
Norwood	-	Vanderbilt	272.2	10.0	0.0	18.56	13.5	14.7	10.0	10.4	18.56	17.91
Vanderbilt	-	Broad	1336.4	26.0	0.5	35.10	14.3	16.3	26.0	26.6	35.10	34.31
Broad	-	Thompson	154.1	5.0	0.0	21.01	8.8	9.4	5.0	5.2	21.01	20.28
Thompson	-	Canal	274	10.0	2.0	18.68	14.8	16.6	10.0	10.5	18.68	17.72
Canal	-	Water	175.3	9.0	1.3	13.28	8.7	9.2	9.0	9.2	13.28	13.06
Water	-	Union	213.2	8.0	0.6	18.17						
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	9.0	9.0	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49						
Sands	-	Wave	201.3	6.0	1.4	22.88	8.9	9.4	6.0	6.2	22.88	22.32
Wave	-	Baltic	618.6	25.0	2.4	16.87						
Baltic	-	Clinton	264.4	11.0	7.9	16.39						
Clinton	-	Swan	1211.1	35.0	11.9	23.59	12.8	14.4	35.0	35.5	23.59	23.27
Swan	-	Hannah	318	10.0	0.0	21.58	13.0	14.0	10.0	10.3	21.58	21.05
Hannah	-	Victory	680	19.0	1.4	24.40	30.7	109.1	19.0	42.5	24.40	10.90

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	23.0	7.0	20.93	10.8	11.2	23.0	23.1	20.93	20.82
Hannah	-	Swan	295	7.0	0.0	28.72	12.3	13.3	7.0	7.5	28.72	27.54
Swan	-	Clinton	1,258	39.0	12.9	21.99						
Clinton	-	Baltic	284	8.0	0.0	24.24						
Baltic	-	Wave	592	14.0	0.0	28.83	8.3	8.5	14.0	14.1	28.83	28.71
Wave	-	Sands	209	4.0	0.0	35.69						
Sands	-	Prospect	231	6.0	0.6	26.26	8.7	9.3	6.0	6.2	26.26	25.50
Prospect	-	Union	235	24.0	15.1	6.66						
Union	-	Water	246	6.0	0.0	28.20	0.0	0.0	6.0	6.0	28.20	28.20
Water	-	Canal	260	13.0	7.6	13.65	12.3	13.3	13.0	13.3	13.65	13.34
Canal	-	Thompson	266	11.0	4.6	16.49	6.0	0.0	11.0	11.0	16.49	16.49
Thompson	-	Broad	121	8.0	0.0	10.30	15.8	19.5	8.0	9.1	10.30	9.05
Broad	-	Vanderbilt	1,348	38.0	12.2	24.18	13.6	16.4	38.0	38.8	24.18	23.65
Vanderbilt	-	Norwood	289	7.0	0.0	28.16						
Norwood	-	Townsend	165	4.0	0.0	28.11						
Townsend	-	Greenfield	312	23.0	8.1	9.26						
Greenfield	-	Murray / Hubert	201	18.0	18.6	7.61	34.8	66.0	18.0	27.4	7.61	5.00
Murray / Hubert	-	Willow	607	13.0	0.0	31.84						
Willow	-	Lynhurst	361	7.0	0.0	35.15						
Lynhurst	-	Chestnut	274	6.0	0.0	31.16						
Chestnut	-	Sylvaton	380	8.0	0.0	32.38						
Sylvaton	-	Church	187	10.0	4.9	12.74						
Church	-	Virginia	249	18.0	7.4	9.42						
Virginia	-	Clifton	253	8.0	0.0	21.53						
Clifton	-	Hylan	362	10.0	2.2	24.68	23.6	26.3	10.0	10.8	24.68	22.83

(These 3 columns are directly input from speed input spreadsheet)

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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS • FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday MD

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	31.0	3.3	7.96						
Clifton	-	Virginia	268.5	26.0	22.5	7.05						
Virginia	-	Church	280.4	7.0	0.0	27.31						
Church	-	Sylvaton	178.5	4.0	0.0	30.44						
Sylvaton	-	Chestnut	331.8	12.0	1.8	18.85						
Chestnut	-	Lynhurst	317.7	5.0	0.0	43.32						
Lynhurst	-	Willow	308.8	31.0	9.8	6.79						
Willow	-	Murray / Hubert	223.5	38.0	20.0	4.01	45.0	71.8	38.0	46.0	4.01	3.31
Murray / Hubert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	6.0	0.0	51.74						
Townsend	-	Norwood	151.3	4.0	0.0	27.49						
Norwood	-	Vanderbilt	272.2	17.0	0.0	10.92	14.2	18.8	17.0	18.4	10.92	10.10
Vanderbilt	-	Broad	1338.4	51.0	26.1	17.89	15.0	22.6	51.0	53.3	17.89	17.13
Broad	-	Thompson	154.1	7.0	0.0	15.01	9.2	10.1	7.0	7.3	15.01	14.45
Thompson	-	Canal	274	26.0	13.4	7.19	15.2	18.3	26.0	26.9	7.19	6.94
Canal	-	Water	175.3	13.0	2.9	9.19	11.3	13.5	13.0	13.7	9.19	8.75
Water	-	Union	213.2	19.0	8.3	7.65						
Union	-	Prospect	342.7	14.0	2.5	16.69	0.0	0.0	14.0	14.0	16.69	16.69
Prospect	-	Sands	189.8	9.0	0.0	14.38						
Sands	-	Wave	201.3	7.0	0.6	19.61	9.6	10.9	7.0	7.4	19.61	18.57
Wave	-	Baltic	618.6	22.0	0.0	19.17						
Baltic	-	Clinton	264.4	17.0	5.8	10.60						
Clinton	-	Swan	1211.1	33.0	5.8	25.02	11.8	13.1	33.0	33.4	25.02	24.73
Swan	-	Hannah	318	12.0	0.0	18.07	12.3	13.1	12.0	12.2	18.07	17.71
Hannah	-	Victory	680	30.0	10.6	15.45	31.0	46.3	30.0	34.6	15.45	13.40

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	34.0	13.7	14.16	11.4	12.0	34.0	34.2	14.16	14.08
Hannah	-	Swan	295	10.0	1.6	20.11	12.7	13.7	10.0	10.3	20.11	19.52
Swan	-	Clinton	1,258	32.0	5.1	26.80						
Clinton	-	Baltic	284	7.0	0.0	27.70						
Baltic	-	Wave	592	26.0	8.1	15.52	8.6	9.3	26.0	26.2	15.52	15.40
Wave	-	Sands	209	6.0	0.7	23.80						
Sands	-	Prospect	231	11.0	0.0	14.32	9.0	11.0	11.0	11.6	14.32	13.58
Prospect	-	Union	235	33.0	24.1	4.85						
Union	-	Water	248	8.0	0.0	21.15	0.0	0.0	8.0	8.0	21.15	21.15
Water	-	Canal	260	6.0	0.0	29.58	12.1	12.9	6.0	6.2	29.58	28.44
Canal	-	Thompson	266	7.0	0.0	25.92	0.0	0.0	7.0	7.0	25.92	25.92
Thompson	-	Broad	121	27.0	0.0	3.05	16.6	20.5	27.0	28.2	3.05	2.93
Broad	-	Vanderbilt	1,348	38.0	27.0	24.18	14.5	17.2	38.0	38.8	24.18	23.67
Vanderbilt	-	Norwood	258	6.0	0.0	24.64						
Norwood	-	Townsend	165	5.0	0.0	22.49						
Townsend	-	Greenfield	312	14.0	0.0	15.21						
Greenfield	-	Murray / Hubert	201	8.0	8.7	17.11	33.0	54.4	8.0	14.4	17.11	9.49
Murray / Hubert	-	Willow	607	34.0	14.4	12.17						
Willow	-	Lynhurst	361	11.0	0.0	22.37						
Lynhurst	-	Chestnut	274	9.0	0.0	20.79						
Chestnut	-	Sylvaton	380	10.0	0.0	25.90						
Sylvaton	-	Church	187	14.0	5.4	9.10						
Church	-	Virginia	249	9.0	0.7	18.85						
Virginia	-	Clifton	253	32.0	6.1	5.38						
Clifton	-	Hylan	362	35.0	24.7	7.06	17.9	19.3	35.0	35.4	7.05	6.97

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday PM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.0	20.57						
Clifton	-	Virginia	268.8	26.0	14.3	7.05						
Virginia	-	Church	280.4	7.0	0.0	27.31						
Church	-	Sylvaton	178.6	3.0	0.0	40.59						
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28						
Chestnut	-	Lynhurst	317.7	11.0	0.0	19.69						
Lynhurst	-	Willow	308.8	25.0	18.3	8.42						
Willow	-	Murray / Hulbert	223.5	40.0	21.6	3.81	46.3	76.2	40.0	49.0	3.81	3.11
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	6.0	0.0	51.74						
Townsend	-	Norwood	161.3	3.0	0.0	36.66						
Norwood	-	Vanderbilt	272.2	16.0	5.4	11.60	20.7	47.8	16.0	24.1	11.60	7.69
Vanderbilt	-	Broad	1338.4	57.0	25.3	16.01	15.6	34.5	57.0	62.7	16.01	14.56
Broad	-	Thompson	154.1	6.0	0.0	17.51	9.3	10.1	6.0	6.2	17.51	16.84
Thompson	-	Canal	274	17.0	7.6	10.99	15.3	20.1	17.0	18.4	10.99	10.15
Canal	-	Water	175.3	16.0	7.4	7.47	10.2	11.4	16.0	16.4	7.47	7.31
Water	-	Union	213.2	37.0	26.3	3.93						
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	9.0	9.0	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49						
Sands	-	Wave	201.3	4.0	0.0	34.31	9.2	10.2	4.0	4.2	34.31	31.92
Wave	-	Baltic	618.6	16.0	0.0	26.36						
Baltic	-	Clinton	264.4	36.0	25.1	5.01						
Clinton	-	Swan	1211.1	25.0	0.0	33.03	11.7	13.9	25.0	25.7	33.03	32.18
Swan	-	Hannah	318	7.0	0.0	30.97	12.3	13.5	7.0	7.4	30.97	29.46
Hannah	-	Victory	680	47.0	27.0	9.86	26.8	76.3	47.0	61.9	9.86	7.50

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	22.0	4.8	21.88	11.3	11.8	22.0	22.2	21.88	21.73
Hannah	-	Swan	295	11.0	0.0	18.28	12.3	13.0	11.0	11.2	18.28	17.94
Swan	-	Clinton	1,258	35.0	5.8	24.50						
Clinton	-	Baltic	284	8.0	0.0	24.24						
Baltic	-	Wave	592	15.0	0.0	26.91	8.5	9.3	15.0	15.2	26.91	26.49
Wave	-	Sands	209	5.0	0.0	28.55						
Sands	-	Prospect	231	7.0	0.0	22.51	8.9	10.9	7.0	7.6	22.51	20.73
Prospect	-	Union	235	12.0	0.3	13.32						
Union	-	Water	248	8.0	1.8	21.15	0.0	0.0	8.0	8.0	21.15	21.15
Water	-	Canal	260	7.0	0.0	25.35	12.3	13.0	7.0	7.2	25.35	24.62
Canal	-	Thompson	266	6.0	0.0	30.24	0.0	0.0	6.0	6.0	30.24	30.24
Thompson	-	Broad	121	16.0	5.4	5.15	15.9	16.3	16.0	16.7	5.15	4.93
Broad	-	Vanderbilt	1,348	28.0	5.6	32.81	13.4	14.7	28.0	28.4	32.81	32.36
Vanderbilt	-	Norwood	289	6.0	0.0	32.85						
Norwood	-	Townsend	165	4.0	0.0	28.11						
Townsend	-	Greenfield	312	15.0	7.8	14.20						
Greenfield	-	Murray / Hubert	201	21.0	13.1	6.52	34.0	41.5	21.0	23.3	6.52	5.89
Murray / Hubert	-	Willow	607	16.0	0.0	25.87						
Willow	-	Lynhurst	361	10.0	0.6	24.61						
Lynhurst	-	Chestnut	274	7.0	0.0	26.73						
Chestnut	-	Sylvaton	380	10.0	0.6	25.90						
Sylvaton	-	Church	187	4.0	0.0	31.86						
Church	-	Virginia	249	8.0	0.0	21.20						
Virginia	-	Clifton	253	44.0	0.0	3.91						
Clifton	-	Hylan	362	17.0	15.0	14.52	24.1	26.6	17.0	17.8	14.52	13.91

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	60.0	29.7	4.71						
Targee	-	Gordon	317.4	9.0	0.0	24.05						
Gordon	-	Cedar	716.5	20.0	0.0	24.43						
Cedar	-	Canal	274.7	40.0	15.7	4.68						
Canal	-	Quinn	287.2	9.0	0.0	21.76						
Quinn	-	Wright	359.6	10.0	0.0	24.52						
Wright	-	Brownell	414.5	11.0	0.0	25.69						
Brownell	-	Bay	224.2	50.0	29.8	3.06	33.5	35.6	50.0	50.6	3.06	3.02

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98						
Brownell	-	Wright	444.3	14.0	0.0	21.64						
Wright	-	Quinn	337.5	10.0	0.0	23.01						
Quinn	-	Canal	296.2	9.0	0.0	22.44						
Canal	-	Cedar	211.4	6.0	0.0	24.02						
Cedar	-	Gordon	760.5	35.0	0.0	14.81						
Gordon	-	Targee	320.7	41.0	37.8	5.33						
Targee	-	Van Duzer	414	16.0	11.3	17.64						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday MD

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	22.0	1.5	12.83						
Targee	-	Gordon	317.4	8.0	0.0	27.05						
Gordon	-	Cedar	716.5	22.0	0.7	22.21						
Cedar	-	Canal	274.7	10.0	0.3	18.73						
Canal	-	Quinn	287.2	8.0	0.0	24.48						
Quinn	-	Wright	359.6	9.0	0.0	27.24						
Wright	-	Brownell	414.5	11.0	0.0	25.69						
Brownell	-	Bay	224.2	43.0	14.0	3.55	22.3	23.4	43.0	43.3	3.55	3.53

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	13.0	0.5	11.76						
Brownell	-	Wright	444.3	11.0	0.0	27.54						
Wright	-	Quinn	337.5	10.0	0.0	23.01						
Quinn	-	Canal	296.2	17.0	2.0	11.88						
Canal	-	Cedar	211.4	11.0	0.0	13.10						
Cedar	-	Gordon	760.5	29.0	2.0	17.88						
Gordon	-	Targee	320.7	12.0	0.0	18.22						
Targee	-	Van Duzer	414	40.0	16.5	7.06						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday PM

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	68.0	28.7	4.15						
Targee	-	Gordon	317.4	9.0	0.0	24.05						
Gordon	-	Cedar	716.5	20.0	0.0	24.43						
Cedar	-	Canal	274.7	6.0	0.0	31.22						
Canal	-	Quinn	287.2	8.0	0.0	24.48						
Quinn	-	Wright	359.6	12.0	2.7	20.43						
Wright	-	Brownell	414.5	18.0	0.0	15.70						
Brownell	-	Bay	224.2	17.0	10.3	8.99	31.9	32.9	17.0	17.3	8.99	8.84

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98						
Brownell	-	Wright	444.3	13.0	0.0	23.30						
Wright	-	Quinn	337.5	13.0	0.0	17.70						
Quinn	-	Canal	296.2	21.0	7.3	9.62						
Canal	-	Cedar	211.4	13.0	0.0	11.09						
Cedar	-	Gordon	760.5	25.0	9.7	20.74						
Gordon	-	Targee	320.7	55.0	40.7	3.98						
Targee	-	Van Duzer	414	32.0	11.5	8.82						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	12.0	0.0	21.13						
Jackson	-	Van Duzer	302.7	30.0	9.2	6.88						
Van Duzer	-	Union	767.3	24.0	0.0	21.80						
Union	-	Bay	449.1	50.0	67.2	6.12						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	31.0	10.7	10.71	22.4	40.5	31.0	36.4	10.71	9.12
Bay	-	Union	449.1	21.0	0.0	14.58						
Union	-	Van Duzer	764.9	48.0	28.8	10.87						
Van Duzer	-	Jackson	377.9	13.0	0.0	19.82						
Jackson	-	St. Pauls	372	13.0	8.8	19.51						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday MD

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	14.0	0.0	18.11						
Jackson	-	Van Duzer	302.7	34.0	18.2	6.07						
Van Duzer	-	Union	767.3	22.0	0.0	23.78						
Union	-	Bay	449.1	43.0	3.6	7.12						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	64.0	46.0	5.19	21.2	65.5	64.0	77.3	5.19	4.30
Bay	-	Union	449.1	18.0	0.0	17.01						
Union	-	Van Duzer	764.9	24.0	0.0	21.73						
Van Duzer	-	Jackson	377.9	12.0	0.0	21.47						
Jackson	-	St. Pauls	372	40.0	33.8	6.34						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday PM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	21.0	0.0	12.07						
Jackson	-	Van Duzer	302.7	28.0	22.0	7.37						
Van Duzer	-	Union	767.3	26.0	0.0	20.12						
Union	-	Bay	449.1	11.0	0.0	27.84						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	69.0	45.2	4.81	26.1	146.4	69.0	105.1	4.81	3.16
Bay	-	Union	449.1	19.0	0.0	16.12						
Union	-	Van Duzer	764.9	55.0	22.2	9.48						
Van Duzer	-	Jackson	377.9	15.0	0.8	17.18						
Jackson	-	St. Pauls	372	36.0	14.5	7.05						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

NORTHBOUND Front between Edgewater and Hannah LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92						
Thompson	-	Canal	225.7	5.0	0.0	30.78						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	20.0	0.0	13.79						
Wave	-	Hannah	2547	58.0	0.0	29.94	14.3	19.5	58.0	59.6	29.94	29.16

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	64.0	0.0	27.14						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	6.0	0.0	33.93						
Thompson	-	Edgewater	2,458	65.0	5.3	25.78	51.3	84.0	65.0	74.8	25.78	22.40

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday MD

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	52.0	0.0	32.23						
Thompson	-	Canal	225.7	6.0	0.0	25.65						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	8.0	0.0	34.48						
Wave	-	Hannah	2547	66.0	0.0	26.31	12.4	15.3	66.0	66.9	26.31	25.97

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	58.0	0.0	29.94						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	16.0	0.0	12.72						
Thompson	-	Edgewater	2,458	56.0	12.3	29.93	37.1	47.5	56.0	59.1	29.93	28.35

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday PM

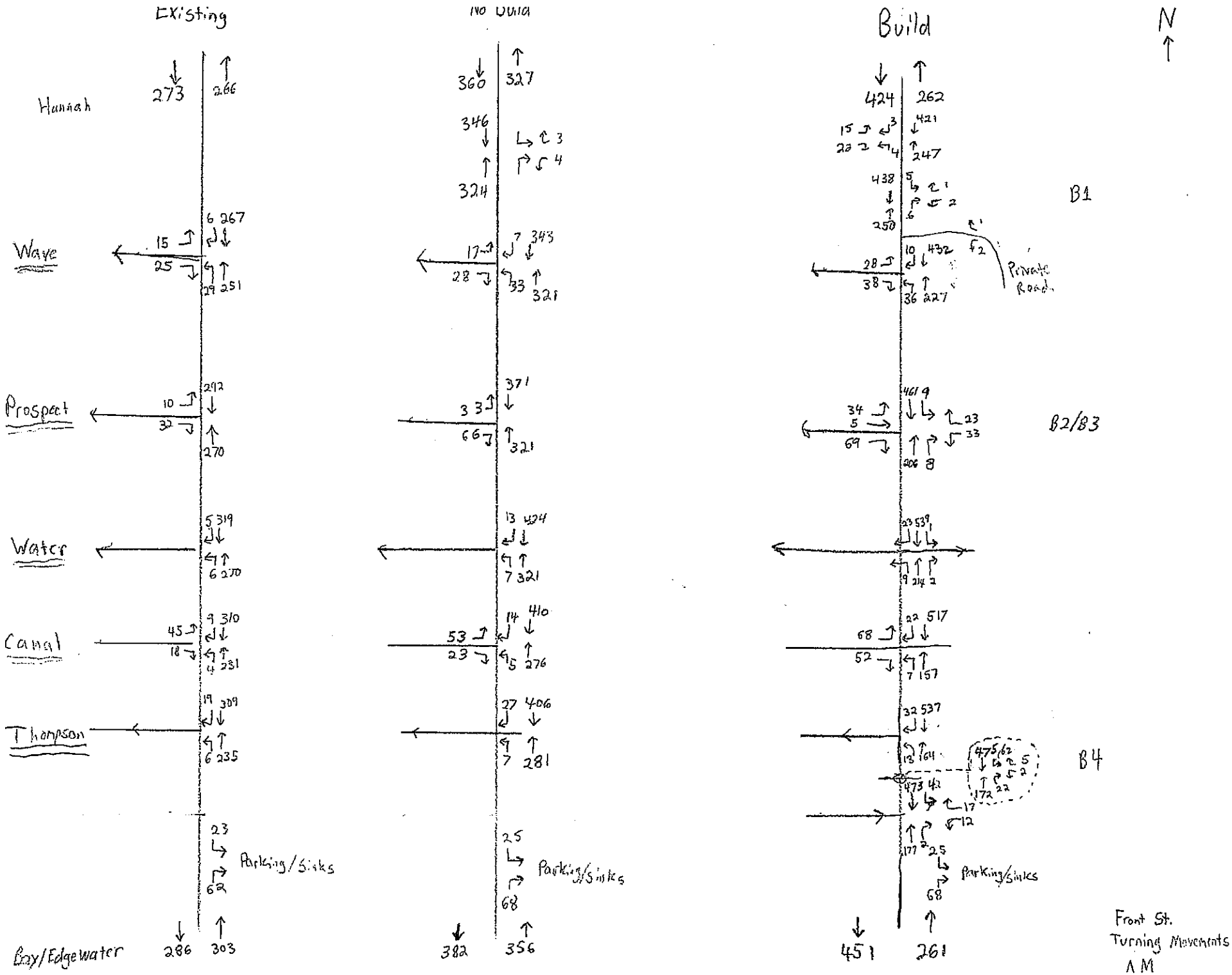
NORTHBOUND Front between Edgewater and Hannah LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92						
Thompson	-	Canal	225.7	5.0	0.0	30.78						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	7.0	0.0	39.41						
Wave	-	Hannah	2547	66.0	23.5	26.31	14.6	24.0	66.0	68.8	26.31	25.23

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	52.0	0.0	33.40						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	14.0	0.0	14.54						
Thompson	-	Edgewater	2,458	77.0	0.0	21.77	57.5	89.5	77.0	86.6	21.77	19.35

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"
(6) Difference of (future scenario - existing delay)*(0.3)
(6.8) Mitigation not required ***bold italicize***


Existing
No Build
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Hannah
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461 9
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206 8
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33
B2/B3
Water
5 319
6 270
13 424
7 321
23 539
9 214 2
Canal
9 310
45
18
4 281
14 410
53
23
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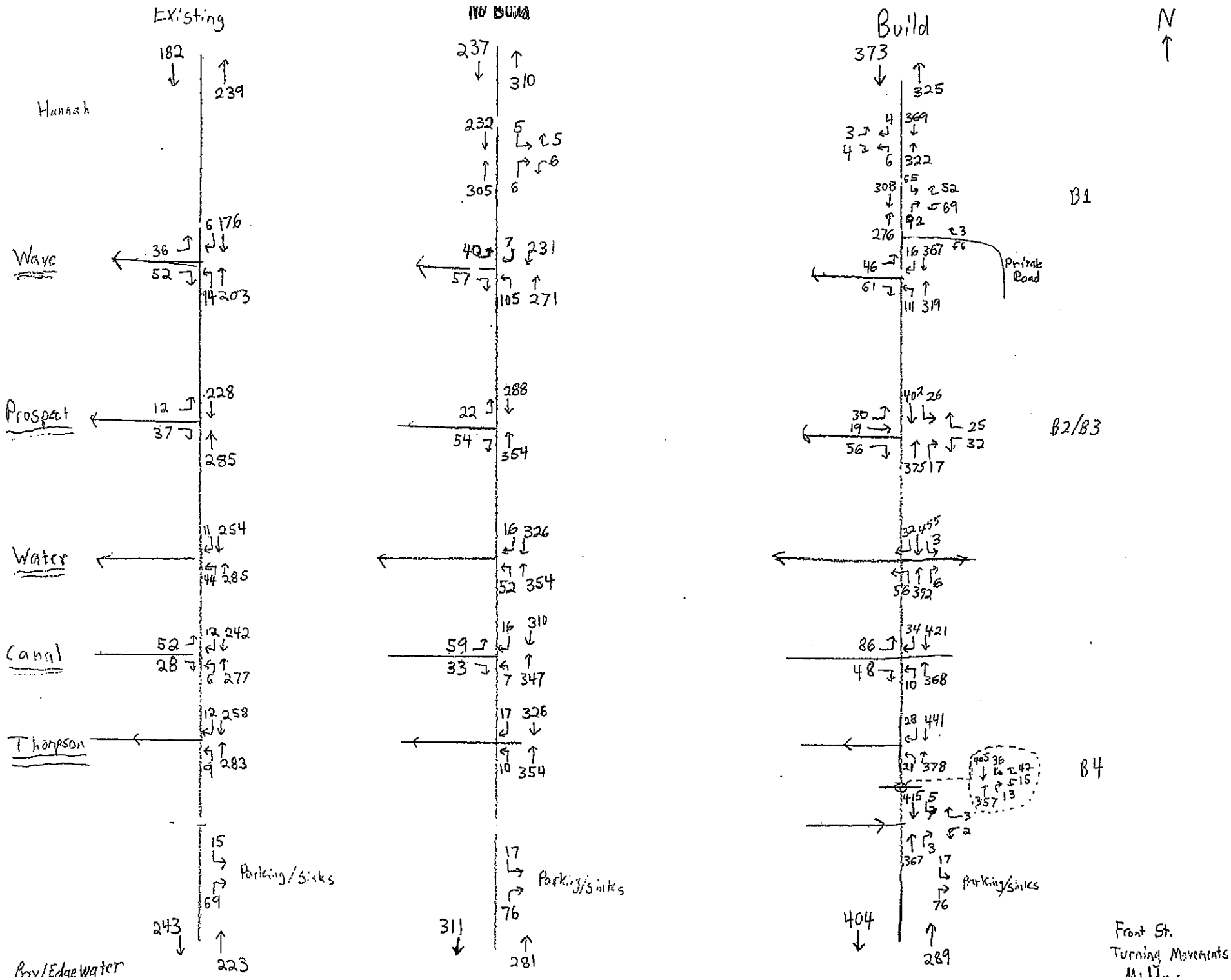
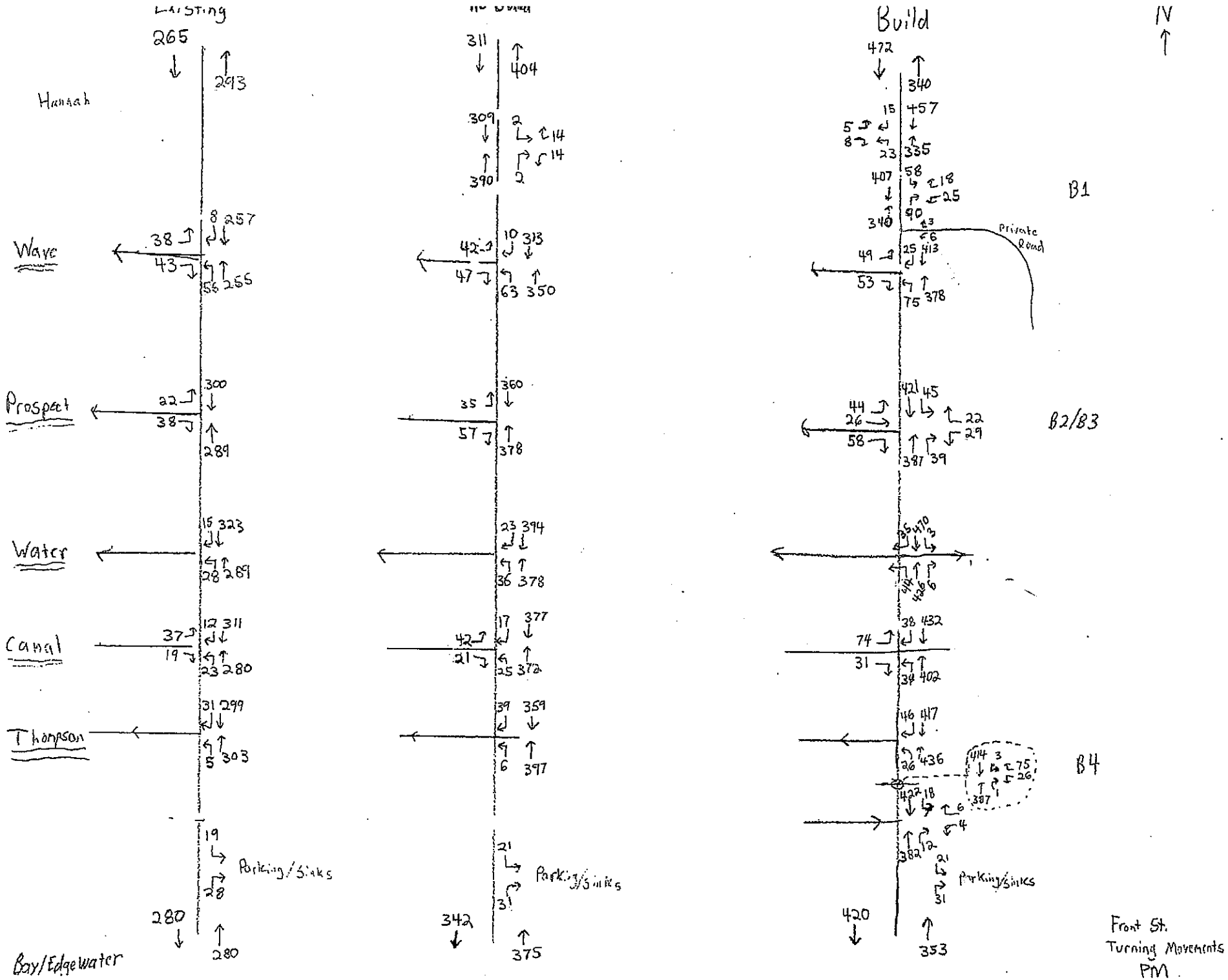
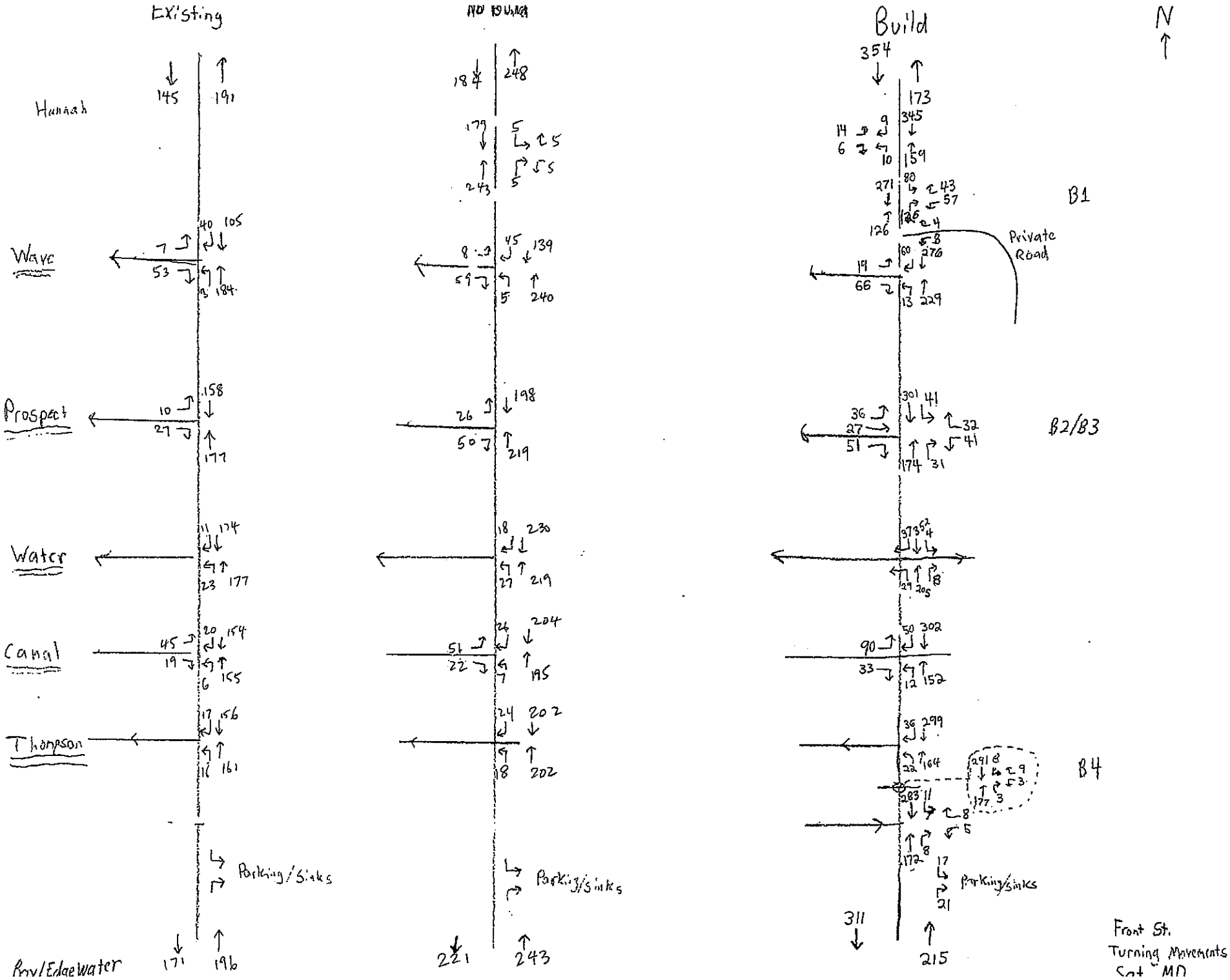
22 517
68
52
7 157
Thompson
19 309
6 235
27 406
7 281
32 537
13 64
475 62
5
2
22
473 42
17
12
177
25
68
B4
23
62
Parking/Sinks
25
68
Parking/Sinks
Bay/Edgewater
286
303
382
356
451
261
Front St.
Turning Movements
AM


Existing
No Build
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Parking/Sinks
Prv/Edge water
Private Road
B1
B2/B3
B4
Front St.
Turning Movements


Lansing
Hannah
Wave
Prospect
Water
Canal
Thompson
Parking/Sinks
Bay/Edgewater
Build
B1
Private Road
B2/B3
B4
Parking/Sinks
Front St.
Turning Movements
PM


Existing
NO BUILD
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Parking/Sinks
Private Road
B1
B2/B3
B4
Rnv/Edgewater
Front St.
Turning Movements
Sat MD

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.96

Weekday AM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	342.1	12.0	0.4	20.57									
Clifton	-	Virginia	268.8	9.0	0.0	20.36									
Virginia	-	Church	280.4	6.0	0.0	31.86									
Church	-	Sylvaton	178.6	4.0	0.0	30.44									
Sylvaton	-	Chestnut	331.8	9.0	0.0	28.28									
Chestnut	-	Lynhurst	317.7	7.0	0.0	30.94									
Lynhurst	-	Willow	308.8	8.0	0.0	26.32									
Willow	-	Murray / Hulbert	223.5	32.0	19.3	4.76	28.9	30.5	13.6	32.0	32.5	27.4	4.76	4.69	5.56
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	7.0	0.0	44.35									
Townsend	-	Norwood	161.3	4.0	0.0	27.49									
Norwood	-	Vanderbilt	272.2	10.0	0.0	18.56	13.5	14.7	18.8	10.0	10.4	11.5	18.56	17.91	16.14
Vanderbilt	-	Broad	1338.4	26.0	0.5	35.10	14.3	15.3	21.1	26.0	26.6	26.0	35.10	34.31	32.54
Broad	-	Thompson	154.1	5.0	0.0	21.01	8.8	9.4	9.7	5.0	5.2	5.3	21.01	20.28	19.94
Thompson	-	Canal	274	10.0	2.0	18.66	14.8	15.6	22.9	10.0	10.5	12.4	18.66	17.72	15.03
Canal	-	Water	175.3	9.0	1.3	13.28	8.7	9.2	9.3	9.0	9.2	9.2	13.28	13.06	13.02
Water	-	Union	213.2	8.0	0.6	18.17									
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	0.0	9.0	9.0	9.0	25.96	25.96	25.96
Prospect	-	Sands	169.8	7.0	0.0	16.49									
Sands	-	Wave	201.3	6.0	1.4	22.88	8.9	9.4	9.7	6.0	6.2	6.2	22.88	22.32	22.00
Wave	-	Baltic	618.6	25.0	2.4	16.87									
Baltic	-	Clinton	264.4	11.0	7.9	16.39									
Clinton	-	Swan	1211.1	35.0	11.9	23.59	12.8	14.4	18.2	35.0	35.5	36.6	23.59	23.27	22.55
Swan	-	Hannah	318	10.0	0.0	21.68	13.0	14.0	15.6	10.0	10.3	10.8	21.68	21.05	20.11
Hannah	-	Victory	680	19.0	3.4	24.40	30.7	109.1	172.2	19.0	42.5	61.5	24.40	10.90	7.54

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	23.0	7.0	20.93	10.8	11.2	11.2	23.0	23.1	23.1	20.93	20.82	20.82
Hannah	-	Swan	295	7.0	0.0	28.72	12.3	13.3	13.3	7.0	7.3	7.3	28.72	27.54	27.54
Swan	-	Clinton	1,258	39.0	12.9	21.99									
Clinton	-	Baltic	284	8.0	0.0	24.24									
Baltic	-	Wave	592	14.0	0.0	28.83	8.3	8.5	9.2	14.0	14.1	14.3	28.83	28.71	28.29
Wave	-	Sands	205	4.0	0.0	35.69									
Sands	-	Prospect	231	6.0	0.6	26.26	8.7	9.3	10.4	6.0	6.2	6.5	26.26	25.50	24.20
Prospect	-	Union	235	24.0	15.1	6.66									
Union	-	Water	248	6.0	0.0	28.20	0.0	0.0	0.0	6.0	6.0	6.0	28.20	28.20	28.20
Water	-	Canal	260	13.0	7.6	13.65	12.3	13.3	13.6	13.0	13.3	13.4	13.65	13.34	13.25
Canal	-	Thompson	266	11.0	4.6	16.49	0.0	0.0	0.0	11.0	11.0	11.0	16.49	16.49	16.49
Thompson	-	Broad	121	8.0	0.0	10.30	15.8	19.5	20.9	8.0	9.1	9.5	10.30	9.05	8.65
Broad	-	Vanderbilt	1,348	38.0	12.2	24.18	13.6	18.4	18.9	38.0	38.8	39.0	24.18	23.65	23.56
Vanderbilt	-	Norwood	289	7.0	0.0	28.16									
Norwood	-	Townsend	165	4.0	0.0	28.11									
Townsend	-	Greenfield	312	23.0	8.1	9.26									
Greenfield	-	Murray / Hulbert	201	18.0	18.6	7.61	34.8	68.0	17.6	18.0	27.4	12.8	7.61	5.00	10.66
Murray / Hulbert	-	Willow	607	13.0	0.0	31.84									
Willow	-	Lynhurst	361	7.0	0.0	35.15									
Lynhurst	-	Chestnut	274	6.0	0.0	31.18									
Chestnut	-	Sylvaton	380	8.0	0.0	32.38									
Sylvaton	-	Church	187	10.0	4.9	12.74									
Church	-	Virginia	249	18.0	7.4	9.42									
Virginia	-	Clifton	253	8.0	0.0	21.53									
Clifton	-	Hylan	362	10.0	2.2	24.68	23.6	26.3	28.2	10.0	10.8	11.4	24.68	22.83	21.69

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday MD

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	31.0	3.3	7.96									
Clifton	-	Virginia	268.8	26.0	22.5	7.05									
Virginia	-	Church	280.4	7.0	0.0	27.31									
Church	-	Sylvaton	176.6	4.0	0.0	30.44									
Sylvaton	-	Chestnut	331.8	12.0	1.8	18.85									
Chestnut	-	Lynhurst	317.7	5.0	0.0	43.32									
Lynhurst	-	Willow	308.8	31.0	9.8	6.79									
Willow	-	Murray / Hulbert	223.5	38.0	20.0	4.01	45.0	71.8	13.9	38.0	46.0	28.7	4.01	3.31	5.32
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	8.0	0.0	51.74									
Townsend	-	Norwood	161.3	4.0	0.0	27.49									
Norwood	-	Vanderbilt	272.2	17.0	0.0	10.92	14.2	16.8	26.9	17.0	18.4	20.8	10.92	10.10	8.92
Vanderbilt	-	Broad	1338.4	51.0	26.1	17.89	16.0	22.6	56.1	51.0	53.3	63.3	17.89	17.13	14.41
Broad	-	Thompson	154.1	7.0	0.0	15.01	9.2	10.1	10.9	7.0	7.3	7.5	15.01	14.45	13.99
Thompson	-	Canal	274	26.0	13.4	7.19	15.2	18.3	30.1	26.0	26.9	30.5	7.19	6.94	6.13
Canal	-	Water	175.3	13.0	2.9	9.19	11.3	13.5	15.4	13.0	13.7	14.2	9.19	8.75	8.40
Water	-	Union	215.2	19.0	6.3	7.65									
Union	-	Prospect	342.7	14.0	2.5	16.69	0.0	0.0	0.0	14.0	14.0	14.0	16.69	16.69	16.69
Prospect	-	Sands	189.8	9.0	0.0	14.38									
Sands	-	Wave	201.3	7.0	0.6	19.61	9.6	10.9	14.6	7.0	7.4	8.5	19.61	18.57	16.15
Wave	-	Baltic	618.6	22.0	0.0	19.17									
Baltic	-	Clinton	264.4	17.0	8.8	10.60									
Clinton	-	Swan	1211.1	33.0	5.8	25.02	11.8	13.1	15.3	33.0	33.4	34.1	25.02	24.73	24.25
Swan	-	Hannah	318	12.0	0.0	18.07	12.3	13.1	14.2	12.0	12.2	12.6	18.07	17.71	17.25
Hannah	-	Victory	680	30.0	10.6	15.45	31.0	46.3	88.9	30.0	34.6	47.4	15.45	13.40	9.79

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	34.0	13.7	14.16	11.4	12.0	12.0	34.0	34.2	34.2	14.16	14.08	14.08
Hannah	-	Swan	295	10.0	1.6	20.11	12.7	13.7	13.8	10.0	10.3	10.3	20.11	19.52	19.46
Swan	-	Clinton	1,258	32.0	5.1	26.80									
Clinton	-	Baltic	284	7.0	0.0	27.70									
Baltic	-	Wave	592	26.0	8.1	15.52	8.6	9.3	12.2	26.0	26.2	27.1	15.52	15.40	14.91
Wave	-	Sands	209	6.0	0.7	23.80									
Sands	-	Prospect	231	11.0	0.0	14.32	9.0	11.0	15.7	11.0	11.8	13.0	14.32	13.58	12.11
Prospect	-	Union	235	33.0	24.1	4.85									
Union	-	Water	248	8.0	0.0	21.15	0.0	0.0	0.0	8.0	8.0	8.0	21.15	21.15	21.15
Water	-	Canal	250	6.0	0.0	29.58	12.1	12.9	13.3	6.0	6.2	6.4	29.58	28.44	27.91
Canal	-	Thompson	265	7.0	0.0	25.92	0.0	0.0	0.0	7.0	7.0	7.0	25.92	25.92	25.92
Thompson	-	Broad	121	27.0	0.0	3.05	16.6	20.5	22.3	27.0	28.2	28.7	3.05	2.93	2.87
Broad	-	Vanderbilt	1,346	38.0	27.0	24.18	14.5	17.2	17.3	38.0	38.8	38.8	24.18	23.67	23.65
Vanderbilt	-	Norwood	289	8.0	0.0	24.64									
Norwood	-	Townsend	165	5.0	0.0	22.49									
Townsend	-	Greenfield	312	14.0	0.0	15.21									
Greenfield	-	Murray / Hubert	201	8.0	6.7	17.11	33.0	64.4	17.5	8.0	14.4	3.4	17.11	9.49	40.87
Murray / Hubert	-	Willow	607	34.0	14.4	12.17									
Willow	-	Lynhurst	361	11.0	0.0	22.37									
Lynhurst	-	Chestnut	274	9.0	0.0	20.79									
Chestnut	-	Sylvaton	360	10.0	0.0	25.90									
Sylvaton	-	Church	187	14.0	5.4	9.10									
Church	-	Virginia	249	9.0	0.7	18.65									
Virginia	-	Clifton	253	32.0	6.1	5.38									
Clifton	-	Hylan	362	35.0	24.7	7.05	17.9	19.3	20.7	35.0	35.4	35.8	7.05	6.97	6.89

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday PM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.0	20.57									
Clifton	-	Virginia	268.8	26.0	14.3	7.06									
Virginia	-	Church	280.4	7.0	0.0	27.31									
Church	-	Sylvaton	178.6	3.0	0.0	40.59									
Sylvaton	-	Chestnut	331.6	9.0	0.0	28.28									
Chestnut	-	Lynhurst	317.7	11.0	0.0	19.69									
Lynhurst	-	Willow	308.8	25.0	18.3	8.42									
Willow	-	Murray / Hulbert	223.5	40.0	21.6	3.81	46.3	76.2	16.1	40.0	49.0	30.9	3.81	3.11	4.93
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	6.0	0.0	51.74									
Townsend	-	Norwood	161.3	3.0	0.0	36.66									
Norwood	-	Vanderbilt	272.2	16.0	5.4	11.60	20.7	47.8	142.3	16.0	24.1	52.5	11.60	7.69	3.54
Vanderbilt	-	Broad	1338.4	57.0	25.3	16.01	15.6	34.5	141.6	57.0	62.7	94.8	16.01	14.56	9.63
Broad	-	Thompson	154.1	6.0	0.0	17.51	9.3	10.1	10.8	6.0	6.2	6.5	17.51	16.64	16.29
Thompson	-	Canal	274	17.0	7.6	10.99	15.3	20.1	84.0	17.0	18.4	37.6	10.99	10.13	4.97
Canal	-	Water	175.3	16.0	7.4	7.47	10.2	11.4	12.4	16.0	16.4	16.7	7.47	7.31	7.17
Water	-	Union	213.2	37.0	26.3	3.93									
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	0.0	9.0	9.0	9.0	25.96	25.96	25.96
Prospect	-	Sands	169.6	7.0	0.0	16.49									
Sands	-	Wave	201.3	4.0	0.0	34.31	9.2	10.2	12.4	4.0	4.3	5.0	34.31	31.92	27.67
Wave	-	Baltic	618.6	16.0	0.0	26.36									
Baltic	-	Clinton	264.4	36.0	25.1	5.01									
Clinton	-	Swan	1211.1	25.0	0.0	33.03	11.7	13.9	16.8	25.0	25.7	27.1	33.03	32.18	30.44
Swan	-	Hannah	318	7.0	0.0	30.97	12.3	13.5	15.3	7.0	7.4	7.9	30.97	29.46	27.45
Hannah	-	Victory	680	47.0	27.0	9.85	26.8	76.3	126.4	47.0	61.9	76.9	9.85	7.50	6.03

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	22.0	4.8	21.88	11.3	11.8	11.9	22.0	22.2	22.2	21.88	21.73	21.70
Hannah	-	Swan	295	11.0	0.0	18.28	12.3	13.0	13.2	11.0	11.2	11.3	18.28	17.94	17.84
Swan	-	Clinton	1,258	35.0	5.8	24.50									
Clinton	-	Baltic	284	8.0	0.0	24.24									
Baltic	-	Wave	592	15.0	0.0	26.91	8.5	9.3	12.0	15.0	15.2	16.1	26.91	26.49	25.15
Wave	-	Sands	209	5.0	0.0	28.55									
Sands	-	Prospect	231	7.0	0.0	22.51	8.9	10.9	15.7	7.0	7.6	9.0	22.51	20.73	17.43
Prospect	-	Union	235	12.0	0.3	13.32									
Union	-	Water	248	8.0	1.8	21.15	0.0	0.0	0.0	8.0	8.0	8.0	21.15	21.15	21.15
Water	-	Canal	260	7.0	0.0	25.35	12.3	13.0	13.4	7.0	7.2	7.3	25.35	24.62	24.21
Canal	-	Thompson	266	6.0	0.0	30.24	0.0	0.0	0.0	6.0	6.0	6.0	30.24	30.24	30.24
Thompson	-	Broad	121	16.0	5.4	5.15	15.9	18.3	19.4	16.0	16.7	17.1	5.15	4.93	4.83
Broad	-	Vanderbilt	1,348	28.0	5.6	32.81	13.4	14.7	14.9	28.0	28.4	28.5	32.81	32.36	32.29
Vanderbilt	-	Norwood	289	6.0	0.0	32.85									
Norwood	-	Townsend	165	4.0	0.0	28.11									
Townsend	-	Greenfield	312	15.0	7.8	14.20									
Greenfield	-	Murray / Hubert	201	21.0	13.1	6.52	34.0	41.5	18.0	21.0	23.3	15.6	6.52	5.89	8.78
Murray / Hubert	-	Willow	607	16.0	0.0	25.87									
Willow	-	Lynhurst	361	10.0	0.6	24.61									
Lynhurst	-	Chestnut	274	7.0	0.0	26.73									
Chestnut	-	Sylvaton	380	10.0	0.6	25.90									
Sylvaton	-	Church	187	4.0	0.0	31.86									
Church	-	Virginia	249	8.0	0.0	21.20									
Virginia	-	Clifton	253	44.0	0.0	3.91									
Clifton	-	Hylan	362	17.0	15.0	14.52	24.1	26.6	28.7	17.0	17.8	18.4	14.52	13.91	13.43

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday AM

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	60.0	29.7	4.71									
Targee	-	Gordon	317.4	9.0	0.0	24.05									
Gordon	-	Cedar	716.5	20.0	0.0	24.43									
Cedar	-	Canal	274.7	40.0	15.7	4.68									
Canal	-	Quinn	287.2	9.0	0.0	21.76									
Quinn	-	Wright	359.6	10.0	0.0	24.52									
Wright	-	Brownell	414.5	11.0	0.0	25.69									
Brownell	-	Bay	224.2	50.0	29.8	3.06	33.5	35.6	36.8	50.0	50.6	51.0	3.06	3.02	3.00

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98									
Brownell	-	Wright	444.3	14.0	0.0	21.64									
Wright	-	Quinn	337.5	10.0	0.0	23.01									
Quinn	-	Canal	296.2	9.0	0.0	22.44									
Canal	-	Cedar	211.4	6.0	0.0	24.02									
Cedar	-	Gordon	760.5	35.0	0.0	14.81									
Gordon	-	Targee	320.7	41.0	37.8	5.33									
Targee	-	Van Duzer	414	16.0	11.3	17.64									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday MD

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	22.0	1.5	12.83									
Targee	-	Gordon	317.4	8.0	0.0	27.05									
Gordon	-	Cedar	716.5	22.0	0.7	22.21									
Cedar	-	Canal	274.7	10.0	0.3	18.73									
Canal	-	Quinn	287.2	8.0	0.0	24.48									
Quinn	-	Wright	359.6	9.0	0.0	27.24									
Wright	-	Brownell	414.5	11.0	0.0	25.69									
Brownell	-	Bay	224.2	43.0	14.0	3.55	22.3	23.4	24.5	43.0	43.3	43.7	3.55	3.53	3.50

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	13.0	0.5	11.76									
Brownell	-	Wright	444.3	11.0	0.0	27.54									
Wright	-	Quinn	337.5	10.0	0.0	23.01									
Quinn	-	Canal	296.2	17.0	2.0	11.88									
Canal	-	Cedar	211.4	11.0	0.0	13.10									
Cedar	-	Gordon	760.5	29.0	2.0	17.88									
Gordon	-	Targee	320.7	12.0	0.0	18.22									
Targee	-	Van Duzer	414	40.0	16.5	7.06									

(These 3 columns are directly input from speed input spreadsheet)

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(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
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Weekday PM

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	68.0	28.7	4.15									
Targee	-	Gordon	317.4	9.0	0.0	24.05									
Gordon	-	Cedar	716.5	30.0	0.0	24.43									
Cedar	-	Canal	274.7	6.0	0.0	31.22									
Canal	-	Quinn	287.2	8.0	0.0	24.48									
Quinn	-	Wright	359.6	12.0	2.7	20.43									
Wright	-	Brownell	414.5	18.0	0.0	15.70									
Brownell	-	Bay	224.2	17.0	10.3	8.99	31.9	32.9	34.4	17.0	17.3	17.8	8.99	8.84	8.61

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98									
Brownell	-	Wright	444.3	13.0	0.0	23.30									
Wright	-	Quinn	337.5	13.0	0.0	17.70									
Quinn	-	Canal	296.2	21.0	7.3	9.62									
Canal	-	Cedar	211.4	13.0	0.0	11.09									
Cedar	-	Gordon	760.5	25.0	9.7	20.74									
Gordon	-	Targee	320.7	55.0	40.7	3.98									
Targee	-	Van Duzer	414	32.0	11.5	8.82									

(These 3 columns are directly input from speed input spreadsheet)

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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday AM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	12.0	0.0	21.13									
Jackson	-	Van Duzer	302.7	30.0	9.2	6.88									
Van Duzer	-	Union	767.3	24.0	0.0	21.80									
Union	-	Bay	449.1	50.0	67.2	6.12									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	31.0	10.7	10.71	22.4	40.5	151.1	31.0	36.4	69.6	10.71	9.12	4.77
Bay	-	Union	449.1	21.0	0.0	14.58									
Union	-	Van Duzer	764.9	48.0	28.8	10.87									
Van Duzer	-	Jackson	377.9	13.0	0.0	19.82									
Jackson	-	St. Pauls	372	13.0	8.8	19.51									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday MD

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	14.0	0.0	18.11									
Jackson	-	Van Duzer	302.7	34.0	18.2	6.07									
Van Duzer	-	Union	767.3	22.0	0.0	23.78									
Union	-	Bay	449.1	43.0	3.6	7.12									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	64.0	46.0	5.19	21.2	65.5	641.7	64.0	77.3	250.2	5.19	4.30	1.33
Bay	-	Union	449.1	18.0	0.0	17.01									
Union	-	Van Duzer	764.9	24.0	0.0	21.73									
Van Duzer	-	Jackson	377.9	12.0	0.0	21.47									
Jackson	-	St. Pauls	372	40.0	33.8	6.34									

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
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Weekday PM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	21.0	0.0	12.07									
Jackson	-	Van Duzer	302.7	28.0	22.0	7.37									
Van Duzer	-	Union	767.3	26.0	0.0	20.12									
Union	-	Bay	449.1	11.0	0.0	27.84									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	69.0	45.2	4.81	26.1	146.4	999.0	69.0	105.1	360.9	4.81	3.16	0.92
Bay	-	Union	449.1	19.0	0.0	16.12									
Union	-	Van Duzer	764.9	55.0	22.2	9.48									
Van Duzer	-	Jackson	377.9	15.0	0.8	17.18									
Jackson	-	St. Pauls	372	36.0	14.5	7.05									

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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
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Weekday AM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	20.0	0.0	13.79									
Wave	-	Hannah	2547	58.0	0.0	29.94	14.3	19.5	16.8	58.0	59.6	58.8	29.94	29.16	29.56

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	64.0	0.0	27.14									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	6.0	0.0	33.93									
Thompson	-	Edgewater	2,458	65.0	5.3	25.78	51.3	84.0	40.5	65.0	74.8	61.8	25.78	22.40	27.14

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday AM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	20.0	0.0	13.79									
Wave	-	Hannah	2547	58.0	0.0	29.94	14.3	19.5	16.8	58.0	59.6	58.8	29.94	29.16	29.56

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	64.0	0.0	27.14									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	6.0	0.0	33.93									
Thompson	-	Edgewater	2,458	65.0	5.3	25.78	51.3	84.0	40.5	65.0	74.8	61.8	25.78	22.40	27.14

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday MD

NORTHBOUND Front between Edgewater and Hannah LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	52.0	0.0	32.23									
Thompson	-	Canal	225.7	6.0	0.0	25.65									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	8.0	0.0	34.46									
Wave	-	Hannah	2547	66.0	0.0	26.31	12.4	15.3	18.4	66.0	66.9	67.8	26.31	25.97	25.61

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	58.0	0.0	29.94									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	16.0	0.0	12.72									
Thompson	-	Edgewater	2,458	56.0	12.3	29.93	37.1	47.5	25.8	56.0	59.1	52.6	29.93	28.35	31.86

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday PM

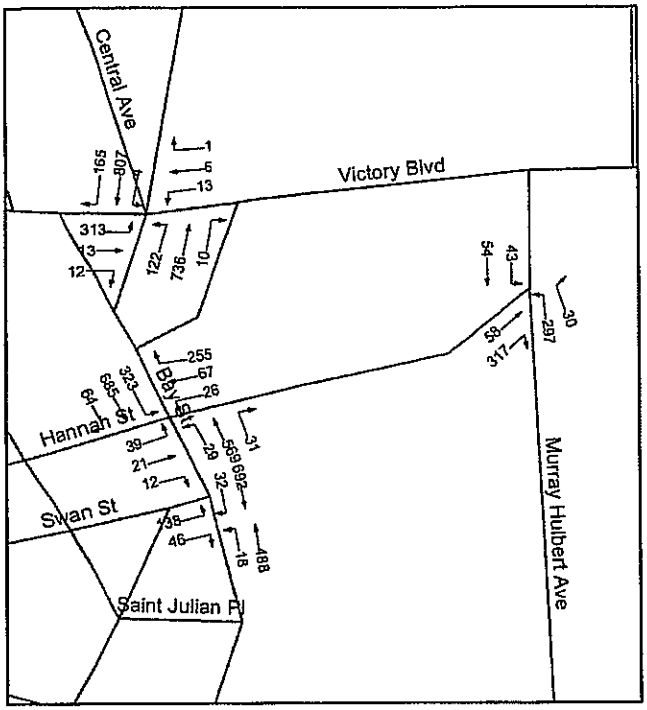
NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	7.0	0.0	39.41									
Wave	-	Hannah	2547	66.0	23.5	26.31	14.6	24.0	23.9	66.0	68.8	68.8	26.31	25.23	25.24

(These 3 columns are direct inputs from speed input spreadsheet)

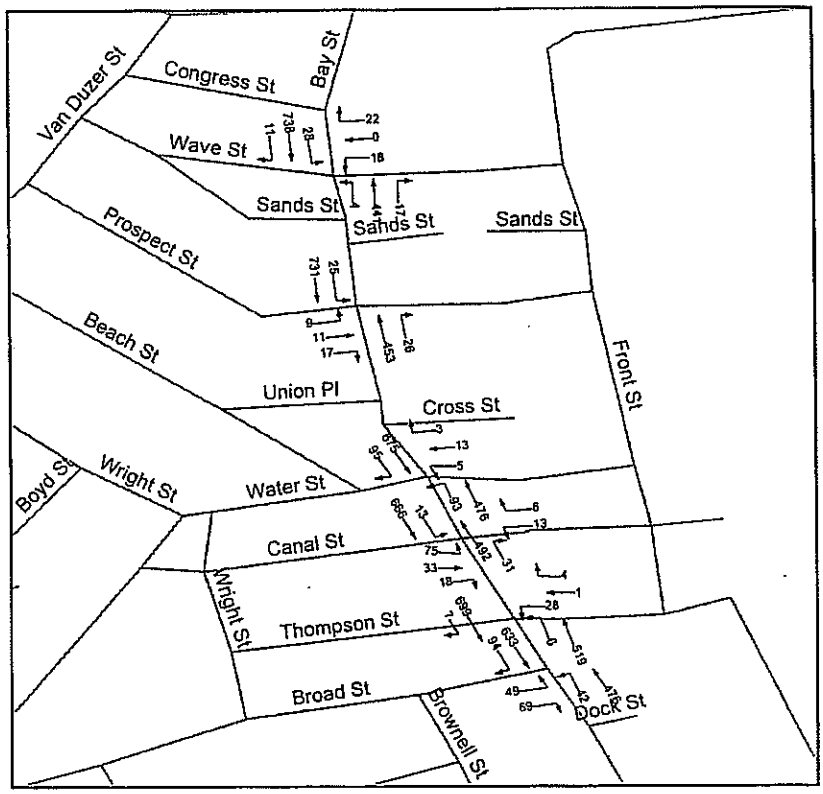
SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	52.0	0.0	33.40									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	14.0	0.0	14.54									
Thompson	-	Edgewater	2,458	77.0	0.0	21.77	57.5	89.5	42.5	77.0	86.6	72.5	21.77	19.35	23.12

(These 3 columns are directly input from speed input spreadsheet)

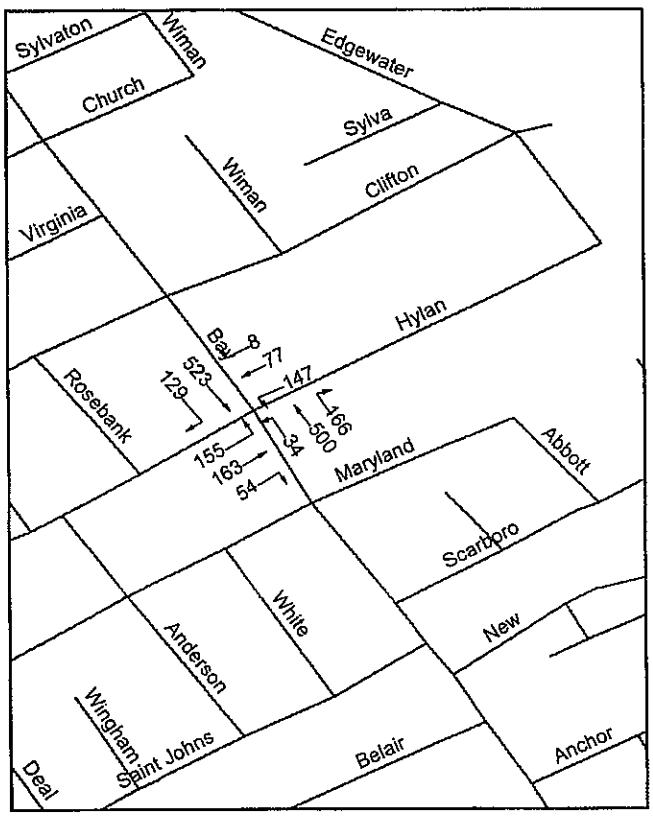
(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"
(6) Difference of (future scenario - existing delay)*(0.3)
(6.8) Mitigation not required — ***bold italicize***



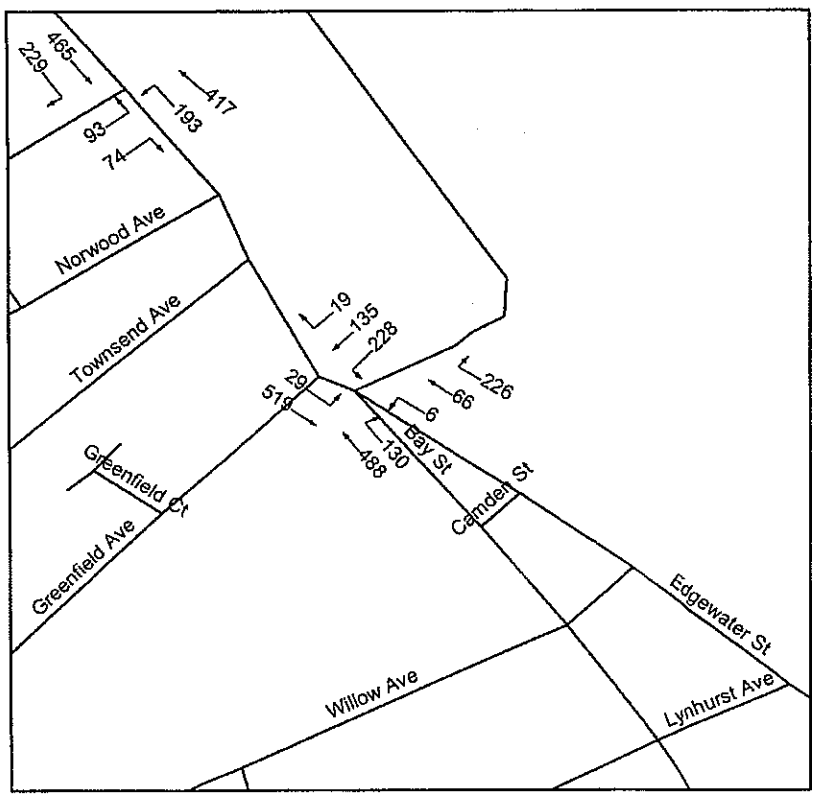
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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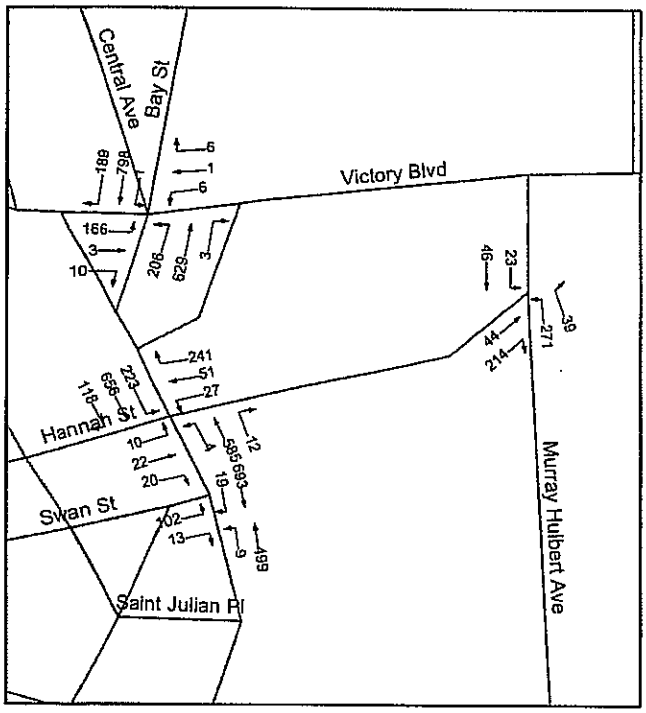
Figure X-1
Stapleton No Build AM Volumes



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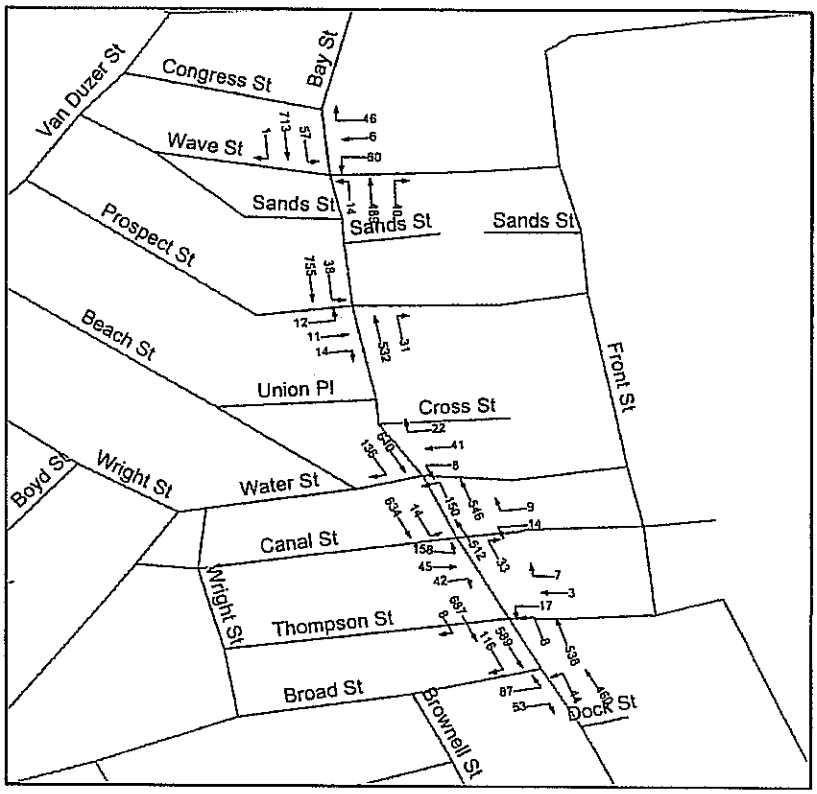
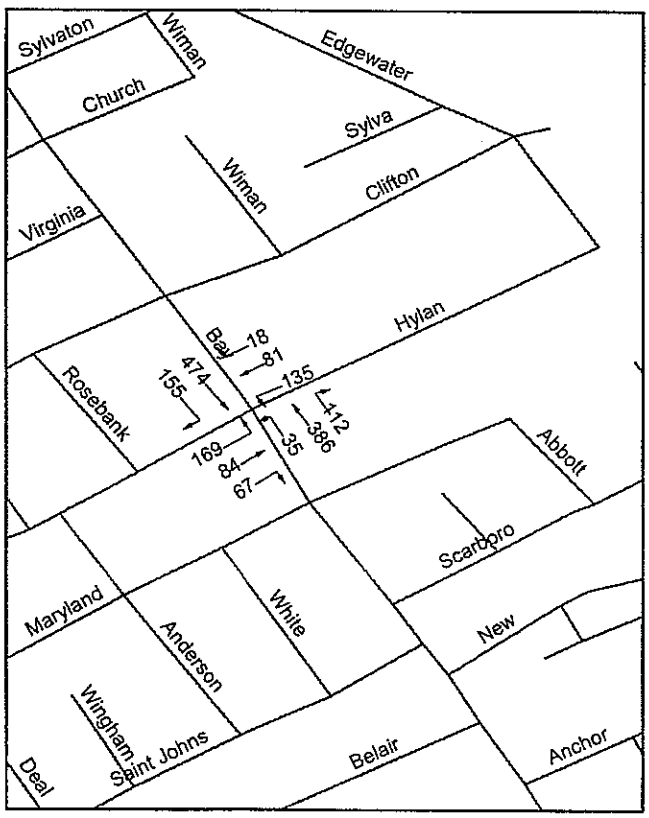


North Bay Street & Front Street



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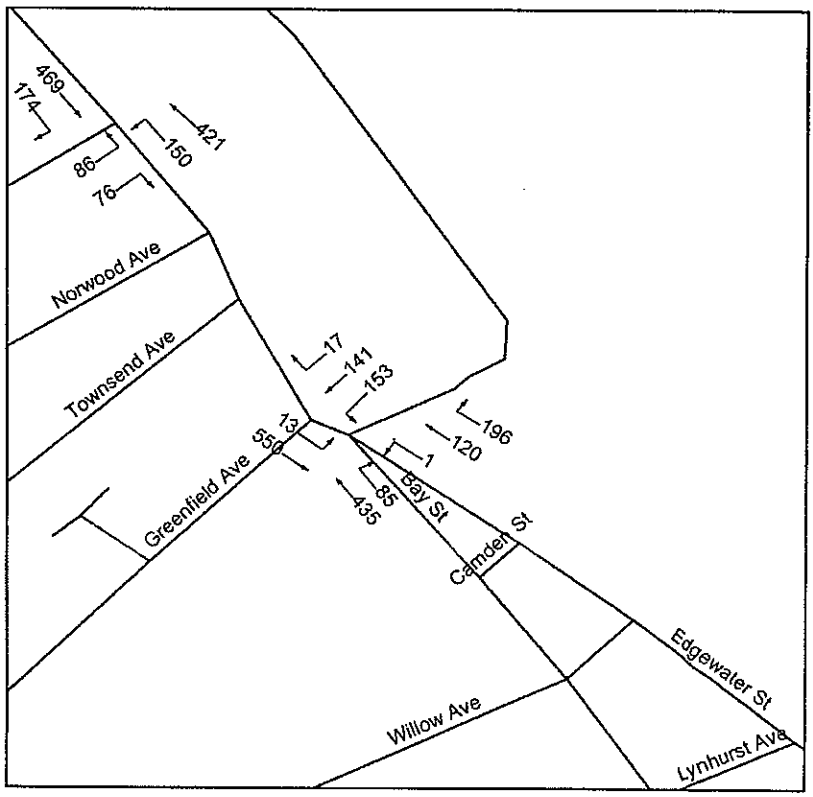

South Bay Street and Edgewater Street

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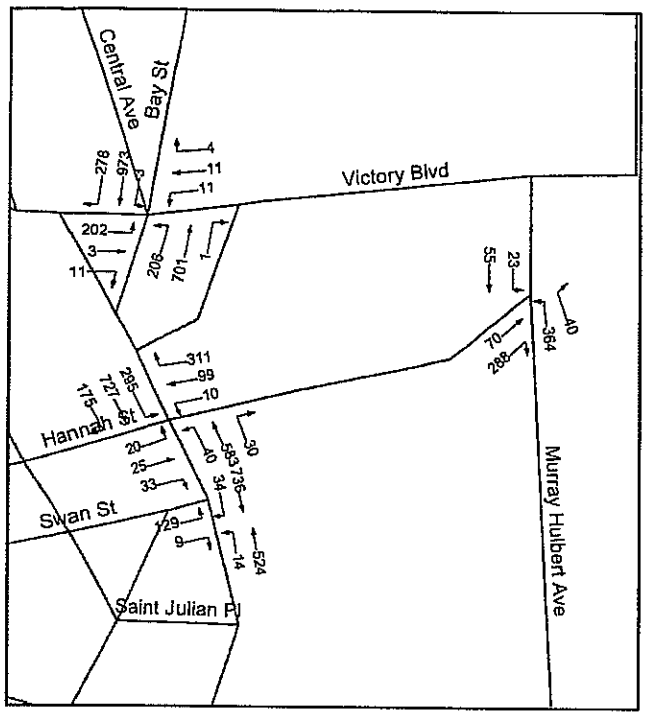
Figure X-2
Stapleton No Build MD Volumes



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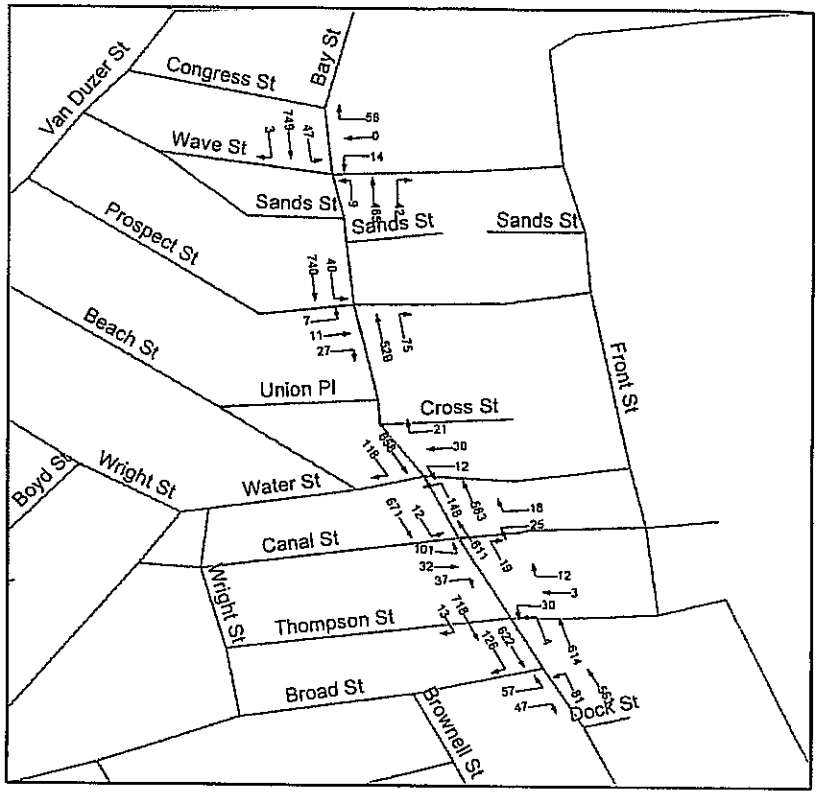
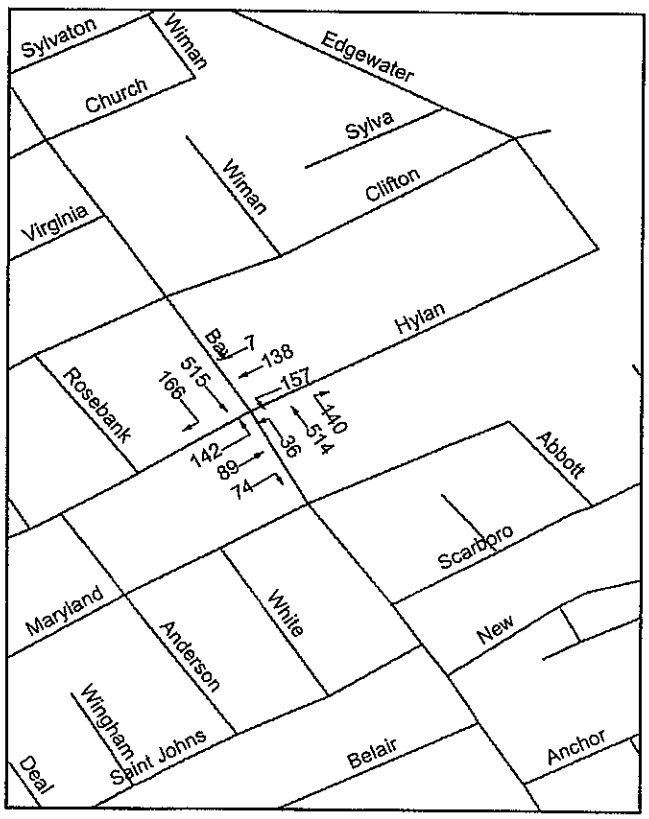
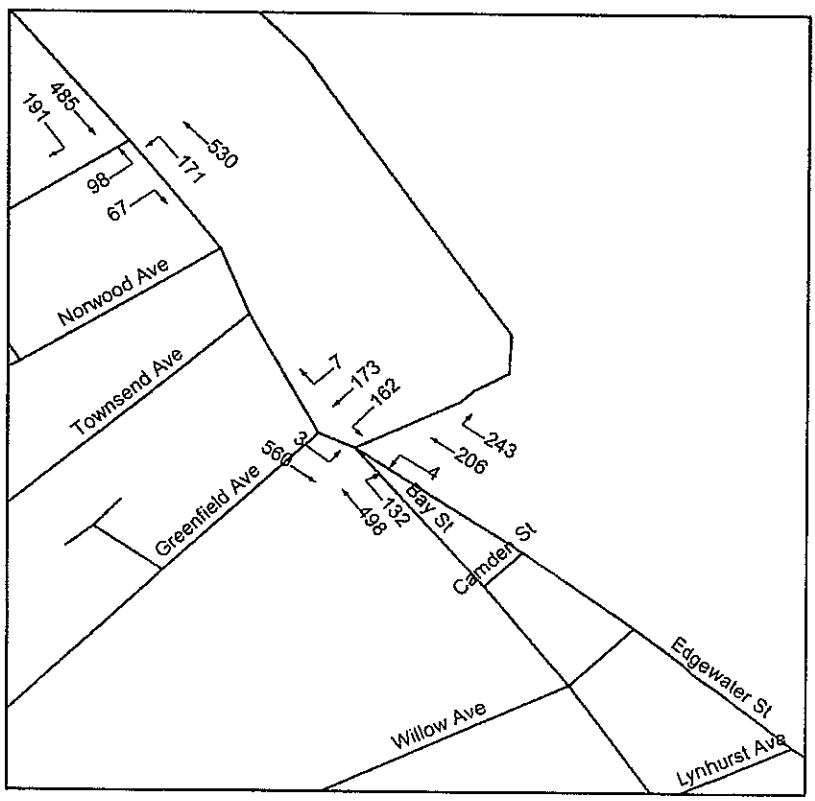


North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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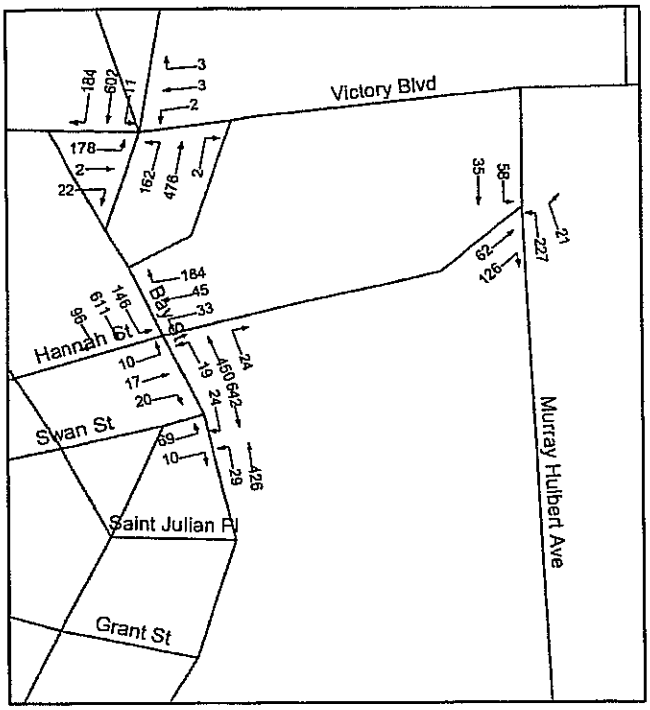
Figure X-3
Stapleton No Build PM Volumes



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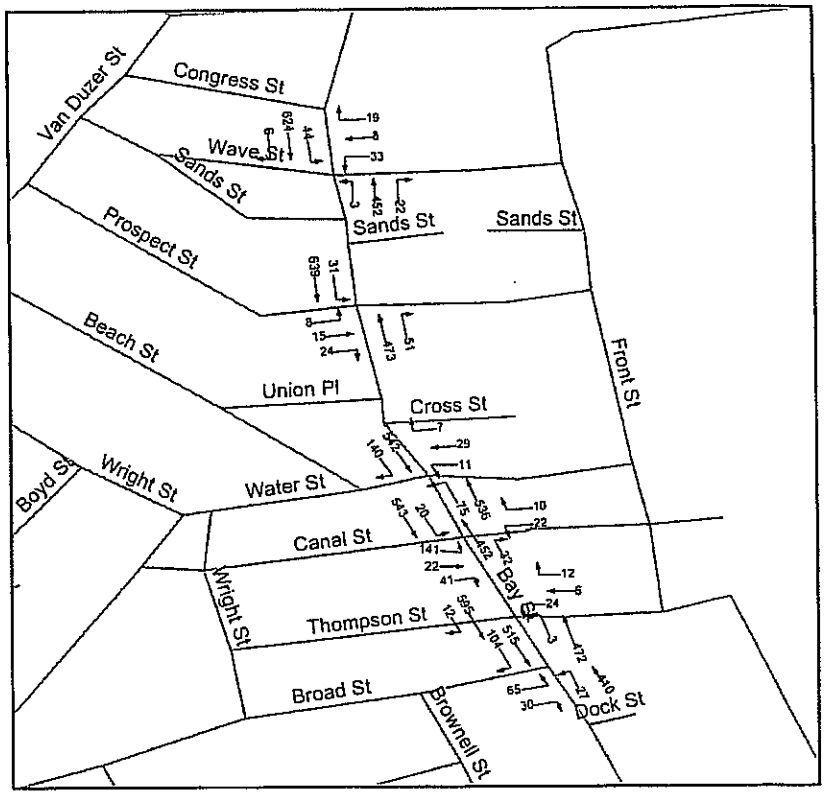
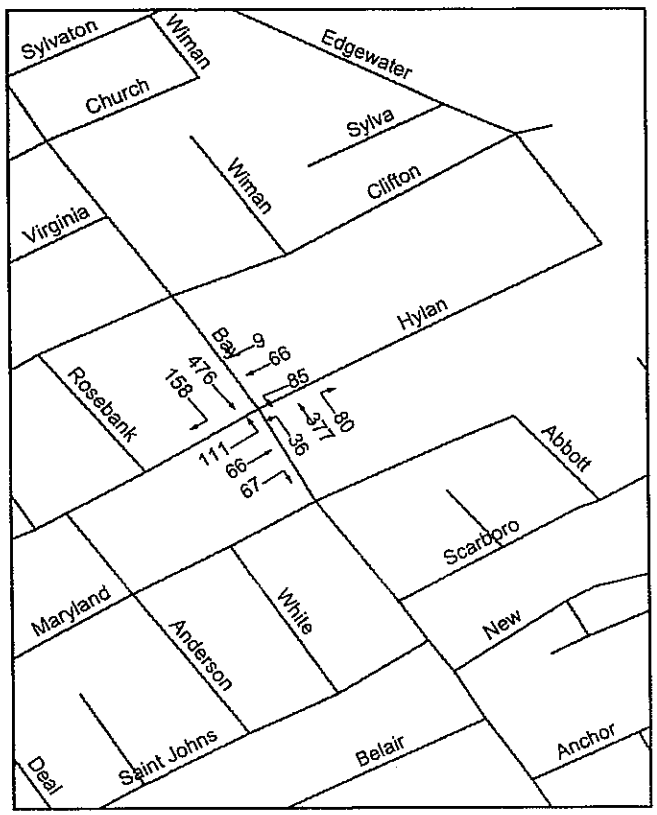


North Bay Street & Front Street



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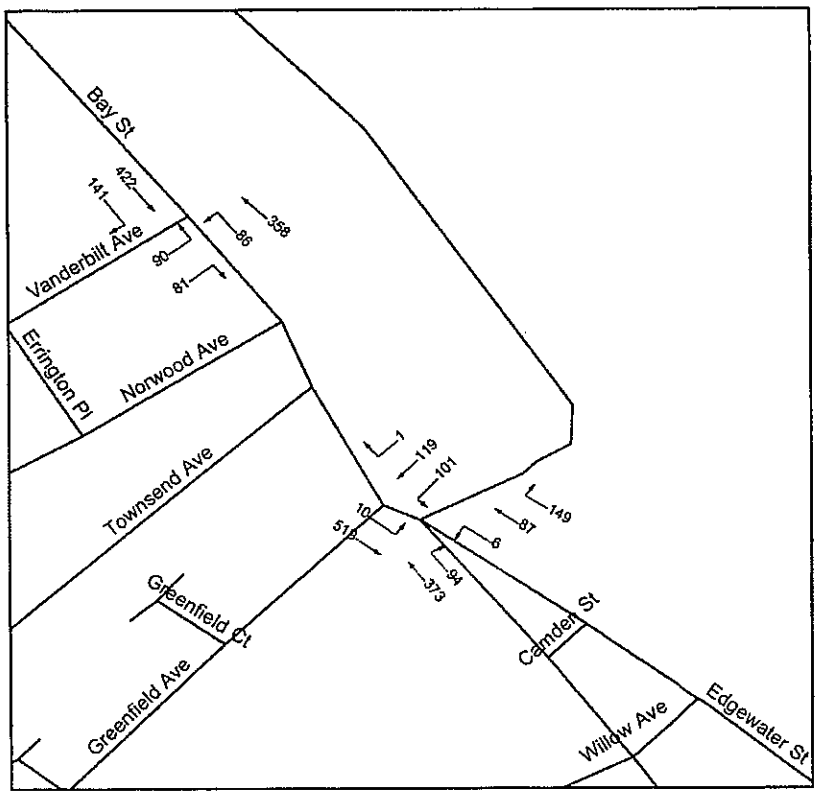

South Bay Street and Edgewater Street

Eng-Wong, Taub & Associates

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Figure X-3
Stapleton No Build SAT MD Volumes

TABLE A - 2
STAPLETON / HOMEPORT REDEVELOPMENT PROJECT
NO BUILD 2015 TRAFFIC LEVELS OF SERVICE

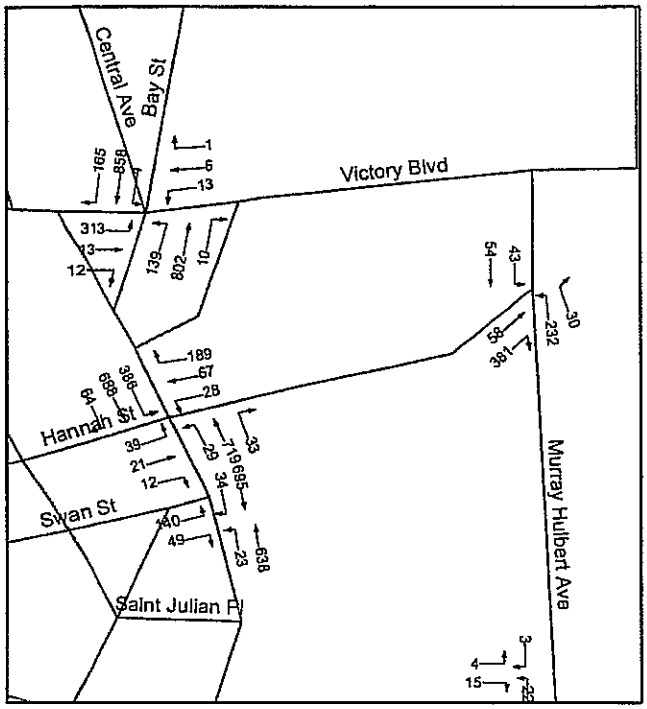
INTERSECTION & APPROACH		Weekday AM (8:00 AM - 9:00 AM)				Weekday Midday (12:30 PM - 1:30 PM)				Weekday PM (4:30 PM - 5:30 PM)				Saturday MD (11:45 PM - 12:45 PM)			
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS																	
1 Bay Street and Victory Boulevard																	
Victory Boulevard	EB	DefL	1.01	90.9	F	DefL	0.81	50.7	D	DefL	0.92	79.9	E	DefL	0.74	39.8	D
		TR	0.12	30.5	C	TR	0.06	20.1	C	TR	0.14	31.1	C	TR	0.11	20.8	C
	WB	LTR	0.18	31.8	C	LTR	0.07	20.3	C	LTR	0.15	31.1	C	LTR	0.04	19.9	B
Bay Street	NB	-	-	-	-	DefL	1.17	137.9	F	DefL	1.12	122.5	F	-	-	-	-
		LTR	1.16	109.1	F	TR	0.96	46.3	D	TR	1.06	76.3	E	LTR	0.88	31.2	C
	SB	LT	0.55	15.1	B	LT	0.57	15.1	B	LT	0.62	16.4	B	LT	0.47	13.5	B
		R	0.45	16.1	B	R	0.49	16.3	B	R	0.98	67.9	E	R	0.38	13.7	B
Overall Intersection		-	1.11	62.5	E	-	1.03	40.7	D	-	1.05	54.1	D	-	0.82	23.4	C
2 Bay Street and Hannah Street																	
Hannah Street	EB	LTR	0.65	47.8	D	LTR	0.18	21.5	C	LTR	0.46	48.4	D	LTR	0.19	26.1	C
	WB	LTR	0.86	56.0	E	LTR	0.67	30.9	C	LTR	0.91	73.7	E	LTR	0.62	29.7	C
Bay Street	NB	LTR	0.48	14.0	B	LTR	0.44	13.1	B	LTR	0.45	13.5	B	LTR	0.31	12.2	B
	SB	L	1.10	104.2	F	L	1.09	104.0	F	L	1.12	105.6	F	L	0.64	25.3	C
		T	0.26	11.2	B	T	0.35	12.0	B	T	0.33	11.8	B	T	0.27	11.7	B
		R	0.12	10.2	B	R	0.21	11.1	B	R	0.26	11.7	B	R	0.14	10.9	B
Overall Intersection		-	1.02	34.4	C	-	0.93	26.1	C	-	1.05	38.7	D	-	0.63	17.1	B
4 Bay Street and Van Duzer Street/Swan Street																	
Van Duzer Street	EB	L	0.25	32.4	C	L	0.19	21.4	C	L	0.18	31.1	C	L	0.10	20.4	C
		LR	0.30	33.5	C	LR	0.24	22.5	C	LR	0.19	31.4	C	LR	0.06	19.9	B
Bay Street	NB	LT	0.49	14.4	B	LT	0.43	13.1	B	LT	0.47	13.9	B	LT	0.31	11.8	B
	SB	TR	0.44	13.3	B	TR	0.49	13.7	B	TR	0.42	13.0	B	TR	0.44	13.0	B
Overall Intersection		-	0.43	16.4	B	-	0.39	14.4	B	-	0.37	15.4	B	-	0.31	13.1	B
8 Bay Street and Canal Street																	
Canal Street	EB	LTR	0.36	34.5	C	LTR	0.66	32.0	C	LTR	0.45	36.5	D	LTR	0.50	28.1	C
	WB	LR	0.11	30.5	C	LR	0.09	20.4	C	LR	0.18	31.5	C	LR	0.10	20.6	C
Bay Street	NB	TR	0.58	16.6	B	TR	0.66	18.3	B	TR	0.71	20.1	C	TR	0.54	15.4	B
	SB	LT	0.44	13.3	B	LT	0.42	12.9	B	LT	0.42	13.0	B	LT	0.39	12.5	B
Overall Intersection		-	0.50	17.1	B	-	0.66	18.7	B	-	0.62	19.2	B	-	0.53	16.2	B
10 Bay Street and Broad Street																	
Broad Street	EB	LR	0.41	35.6	D	LR	0.33	23.4	C	LR	0.29	32.9	C	LR	0.24	22.0	C
Bay Street	NB	LT	0.57	16.3	B	LT	0.77	22.6	C	LT	0.90	34.5	C	LT	0.58	16.0	B
	SB	T	0.68	19.5	B	T	0.73	20.5	C	T	0.65	18.3	B	T	0.68	18.8	B
		R	0.14	10.5	B	R	0.19	11.0	B	R	0.16	10.6	B	R	0.15	10.5	B
Overall Intersection		-	0.59	19.6	B	-	0.60	20.8	C	-	0.69	25.9	C	-	0.51	17.3	B
11 Bay Street and Vanderbilt Avenue																	
Vanderbilt Avenue	EB	LR	0.58	42.7	D	LR	0.51	29.1	C	LR	0.50	39.3	D	LR	0.37	24.1	C
Bay Street	NB	DefL	0.65	23.4	C	LT	0.70	18.8	B	LT	0.97	47.8	D	LT	0.42	13.2	B
		T	0.48	14.7	B	-	-	-	-	-	-	-	-	-	-	-	-
	SB	T	0.56	16.4	B	T	0.62	17.2	B	T	0.49	14.7	B	T	0.52	15.0	B
		R	0.31	12.3	B	R	0.24	11.4	B	R	0.27	11.7	B	R	0.19	11.0	B
Overall Intersection		-	0.63	19.7	B	-	0.63	18.8	B	-	0.82	32.1	C	-	0.46	15.1	B
12 Bay Street and Edgewater St / Front St																	
Front Street	WB	LT	0.99	84.0	F	LT	0.81	47.5	D	LT	1.01	89.5	F	LT	0.54	34.5	C
		R	0.08	34.3	C	R	0.09	26.9	C	R	0.04	33.6	C	R	0.00	25.7	C
Edgewater Street	NB	LT	0.44	46.3	D	LT	0.59	40.1	D	LT	0.98	90.2	F	LT	0.37	32.4	C
		R	0.76	61.3	E	R	0.67	45.3	D	R	1.11	134.2	F	R	0.43	33.6	C
Bay Street	NB	TR	0.62	30.5	C	TR	1.03	71.8	E	TR	1.03	76.2	E	TR	0.76	31.8	C
	SB	LT	0.98	66.0	E	LT	0.97	54.4	D	LT	0.83	41.5	D	LT	0.69	27.9	C
Overall Intersection		-	0.93	55.4	E	-	0.88	56.1	E	-	1.04	78.4	E	-	0.61	31.1	C

13	**Bay Street and Hylan Boulevard**																
	Hylan Boulevard	EB	LTR	0.95	59.7	E	LTR	1.04	82.6	F	LTR	0.99	73.5	E	LTR	0.84	42.1	D
		WB	LTR	1.18	156.3	F	LTR	0.99	83.1	F	LTR	0.81	56.4	E	LTR	0.65	39.4	D
	Bay Street	NB	LTR	0.97	53.0	D	LTR	0.72	23.0	C	LTR	1.07	80.3	F	LTR	0.67	21.6	C
		SB	T	0.67	26.3	C	T	0.58	19.3	B	T	0.69	26.6	C	T	0.63	20.4	C
			R	0.20	8.5	A	R	0.20	7.0	A	R	0.22	8.7	A	R	0.20	7.1	A
	Overall Intersection		-	1.04	59.7	E	-	0.87	41.6	D	-	1.03	56.3	E	-	0.74	25.2	C

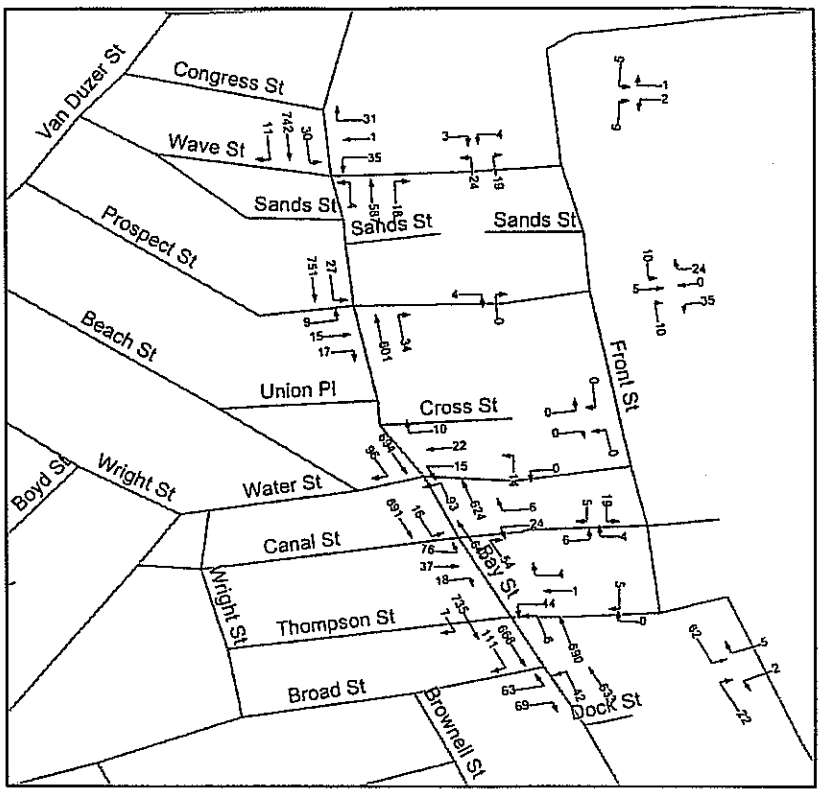
UNSIGNALIZED INTERSECTIONS

3	**Front Street and Hannah Street**																
	Hannah Street	WB	LT	0.04	8.3	A	LT	0.03	7.9	A	LT	0.03	8.4	A	LT	0.08	8.3	A
	Front Street	NB	LR	0.63	19.5	C	LR	0.54	15.3	C	LR	0.74	24.0	C	LR	0.58	18.7	C
	Overall Intersection		-	-	18.3	C	-	-	14.7	B	-	-	23.0	C	-		16.6	C
5	**Bay Street and Wave Street**																
	Wave Street	WB	LTR	0.23	21.8	C	LTR	0.61	38.5	E	LTR	0.41	30.5	D	LTR	0.28	21.4	C
	Bay Street	NB	LTR	0.01	9.4	A	LTR	0.04	10.9	B	LTR	0.03	10.2	B	LTR	0.01	10.0	B
		SB	LTR	0.05	8.5	A	LTR	0.08	9.3	A	LTR	0.07	9.3	A	LTR	0.06	9.8	A
	Overall Intersection		-	-	15.5	C	-	-	27.2	D	-	-	21.2	C	-		17.0	C
6	**Bay Street and Prospect Street**																
	Prospect Street	EB	LTR	0.25	25.5	D	LTR	0.51	53.9	F	LTR	0.53	53.6	F	LTR	0.31	29.1	D
	Bay Street	SB	LT	0.04	9.3	A	LT	0.11	11.0	B	LT	0.12	10.9	B	LT	0.06	11.0	B
	Overall Intersection		-	-	19.1	C	-	-	32.5	D	-	-	32.1	D	-		22.3	C
7	**Bay Street and Water Street**																
	Water Street	WB	LTR	0.35	40.5	E	LTR	0.63	65.5	F	LTR	0.92	146.4	F	LTR	0.33	21.6	C
	Bay Street	NB	LT	0.10	9.2	A	LT	0.35	13.5	B	LT	0.23	11.4	B	LT	0.11	10.6	B
	Overall Intersection		-	-	20.2	C	-	-	28.0	D	-	-	59.2	F	-		16.8	C
9	**Bay Street and Thompson Street**																
	Thompson Street	WB	LTR	0.20	18.5	C	LTR	0.17	18.9	C	LTR	0.31	23.2	C	LTR	0.18	17.5	C
	Bay Street	NB	LT	0.01	9.4	A	LT	0.03	10.1	B	LT	0.02	10.1	B	LT	0.01	9.9	A
	Overall Intersection		-	-	17.4	C	-	-	16.7	C	-	-	21.6	C	-		16.8	C

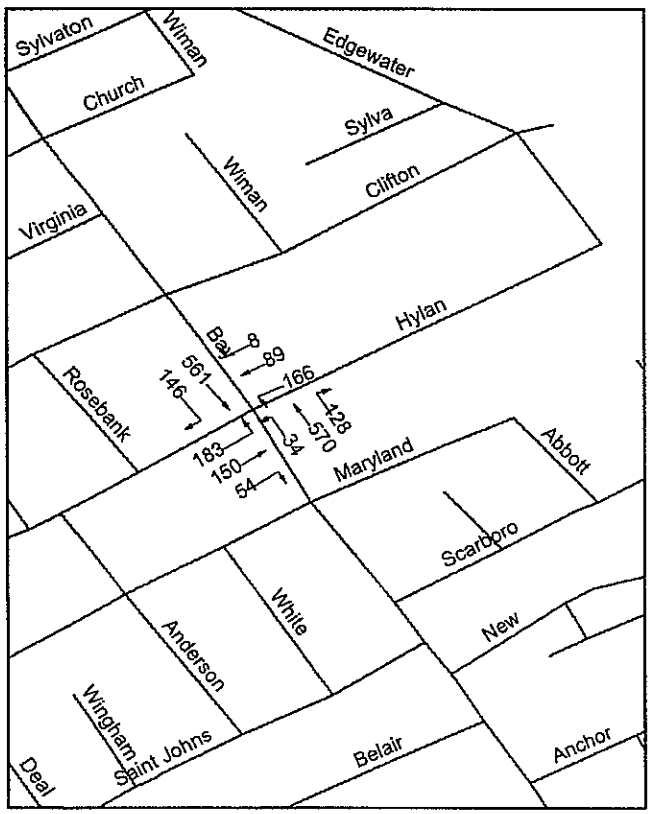
Notes
(1): Control delay is measured in seconds per vehicle.
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.



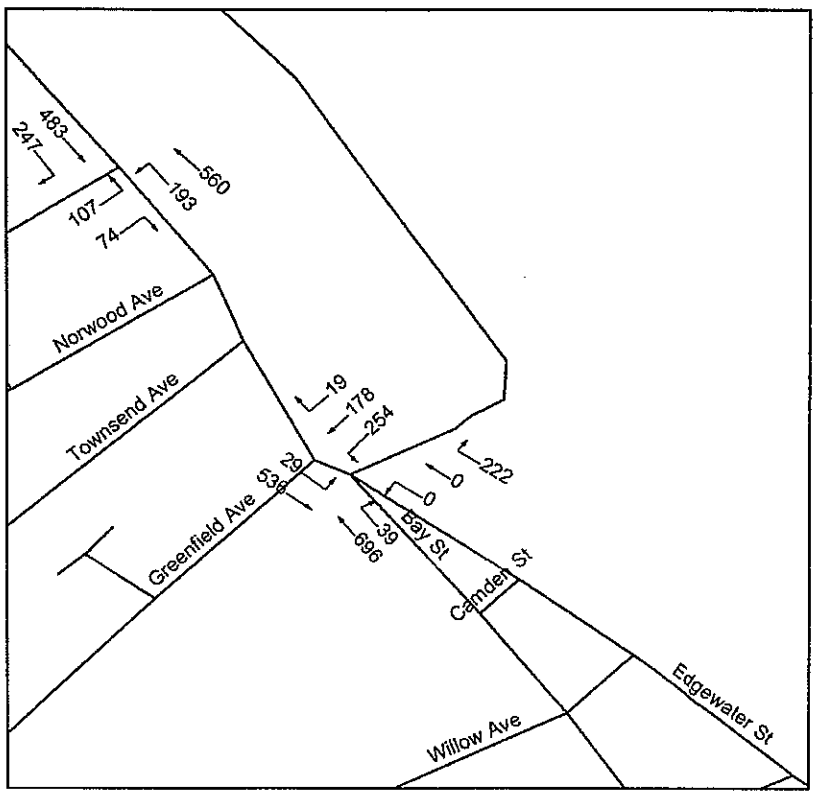
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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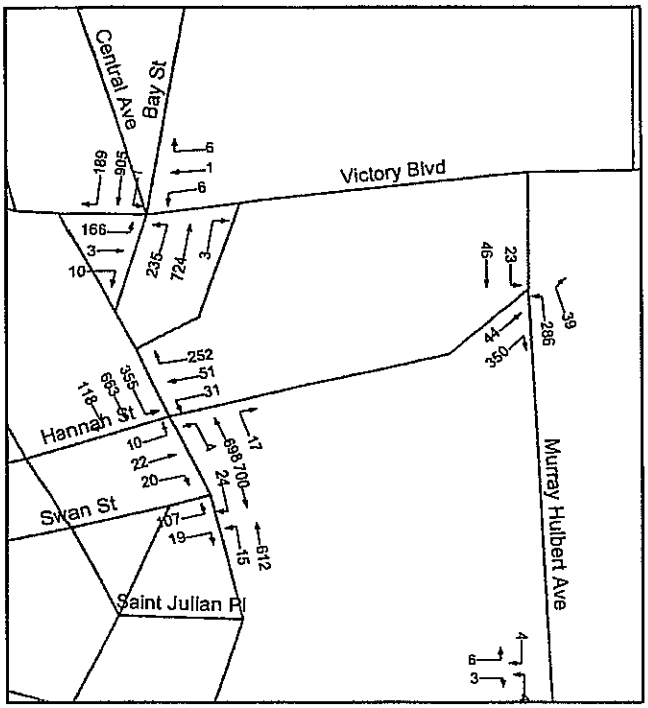
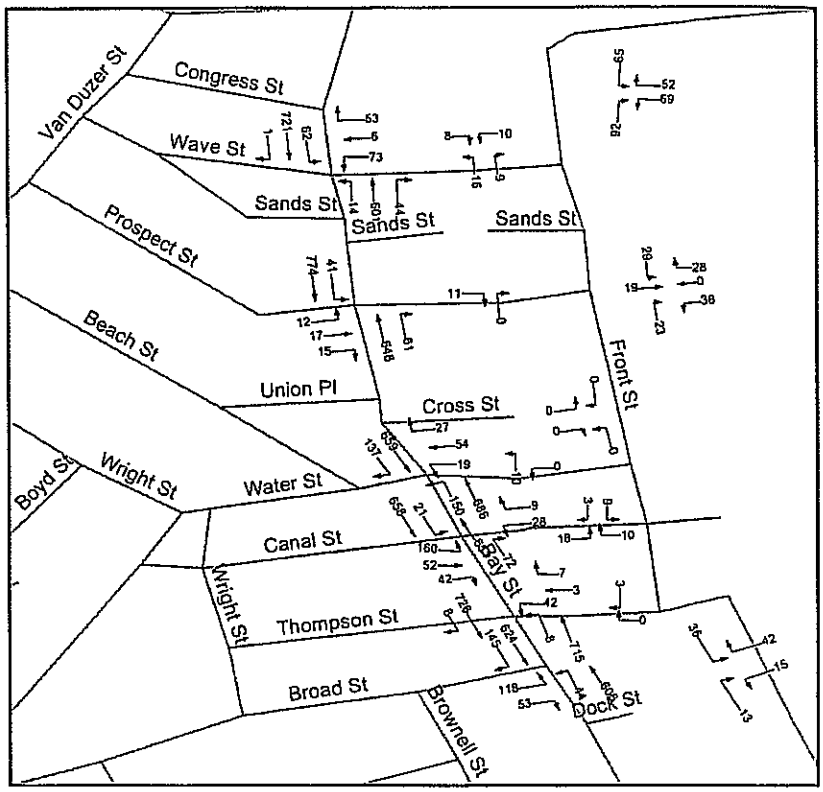
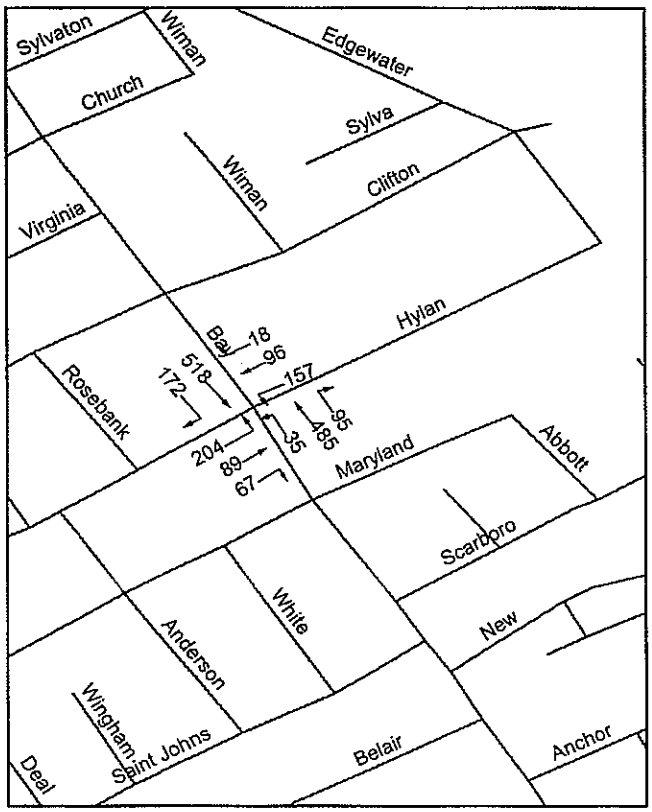
Figure X-1
Stapleton Build AM ALT-A Volumes



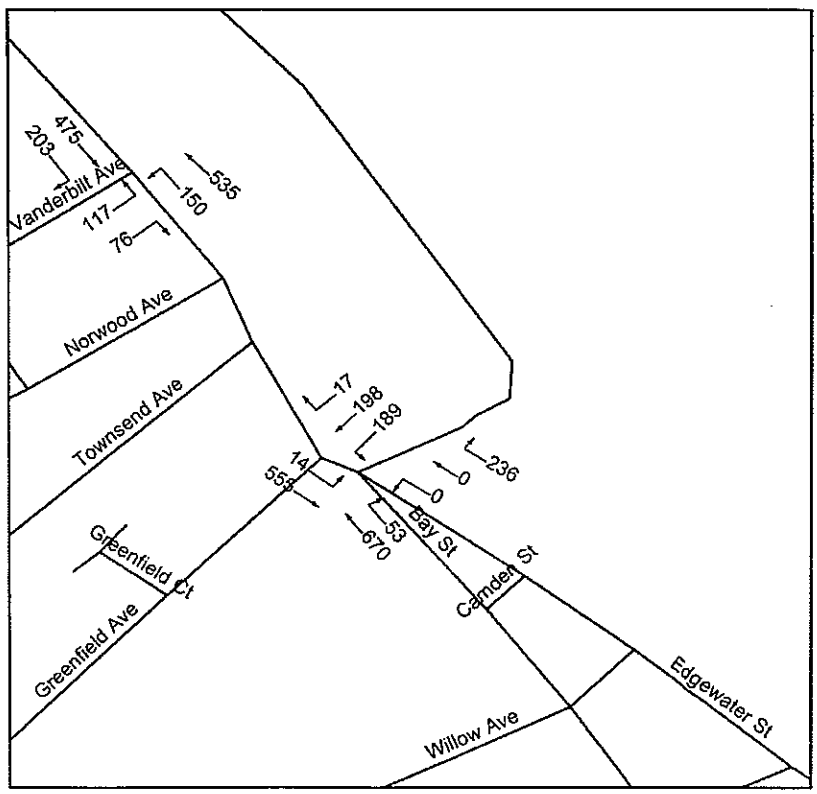
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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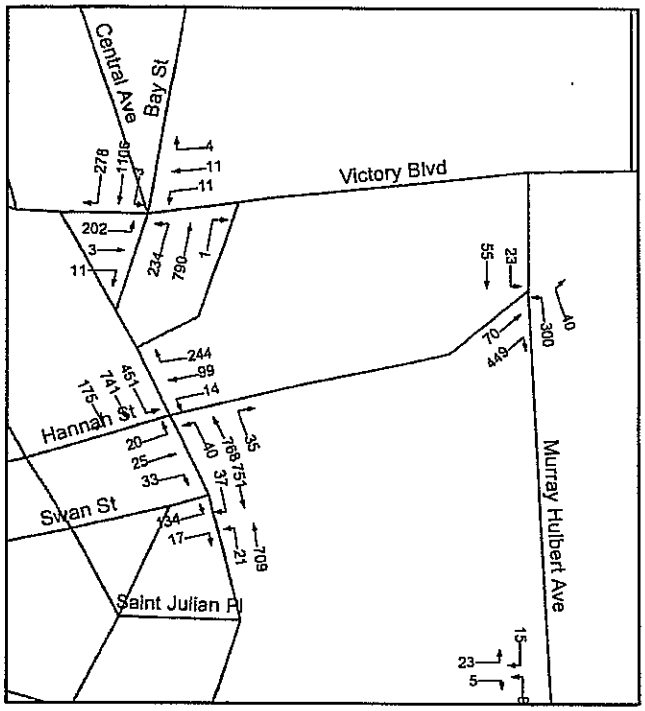
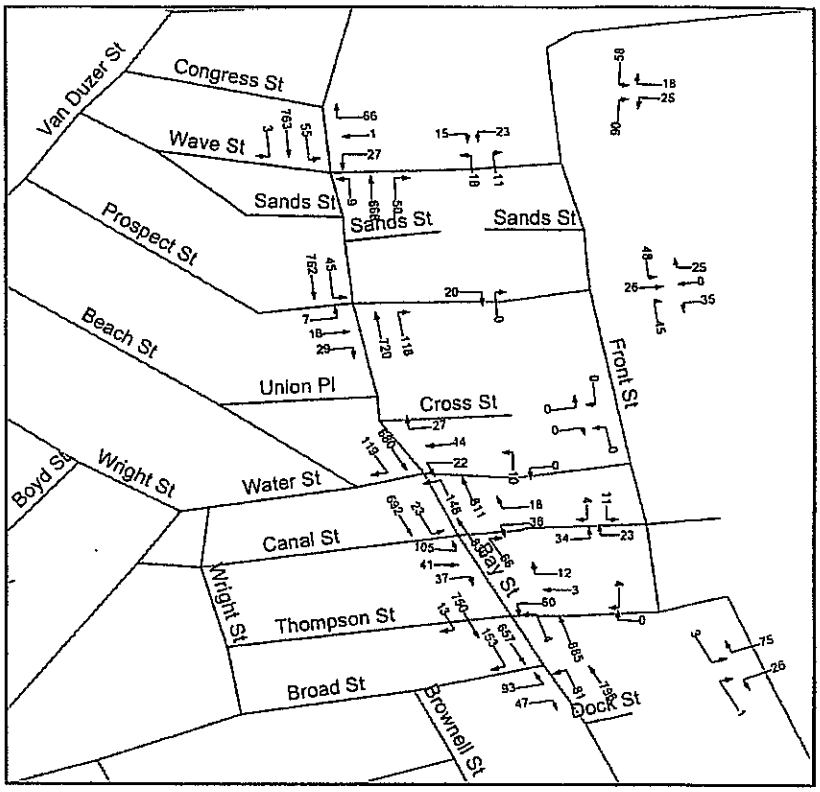
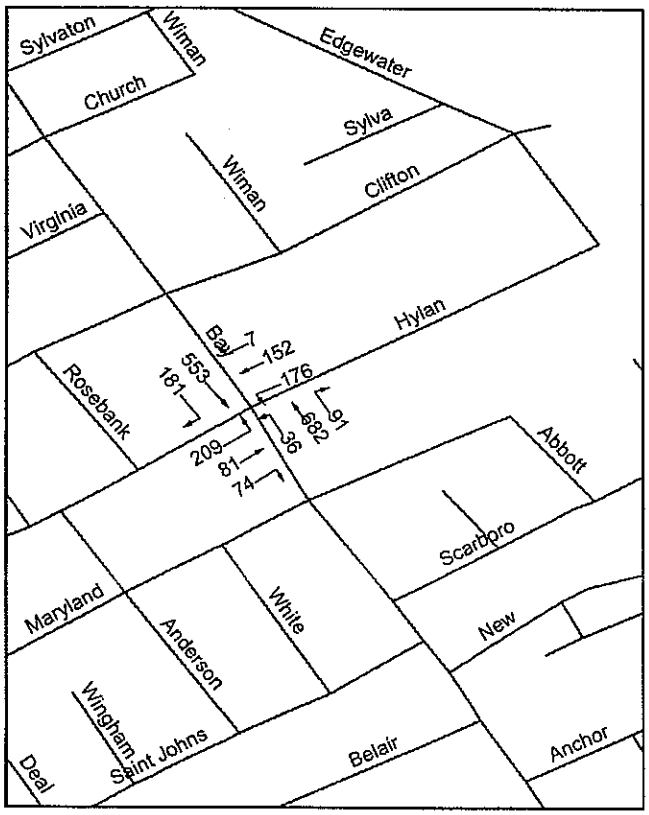
Figure X-2
Stapleton Build MD ALT-A Volumes



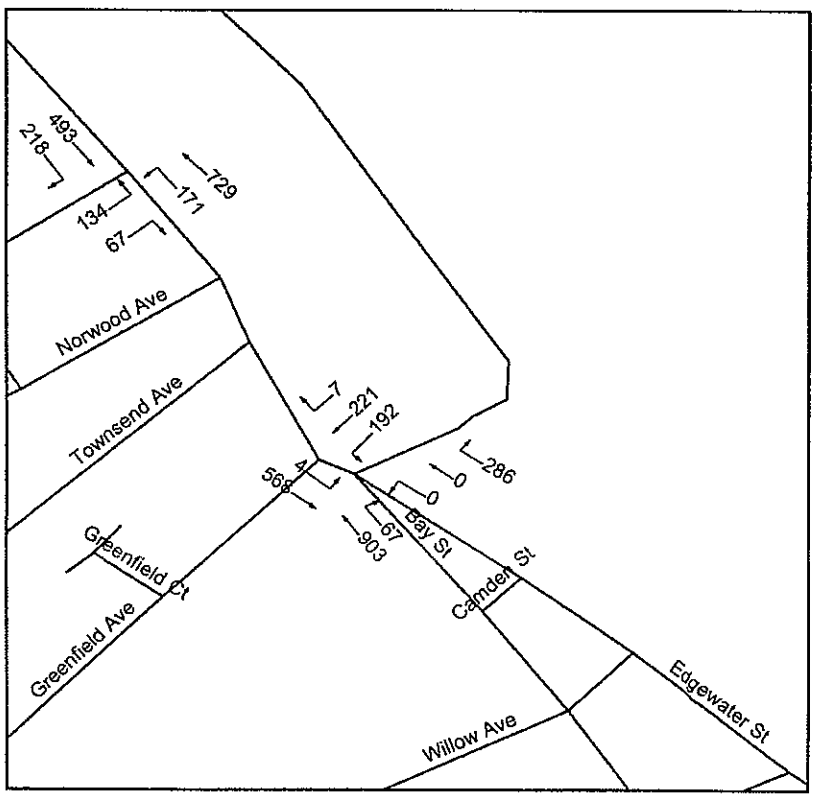
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard

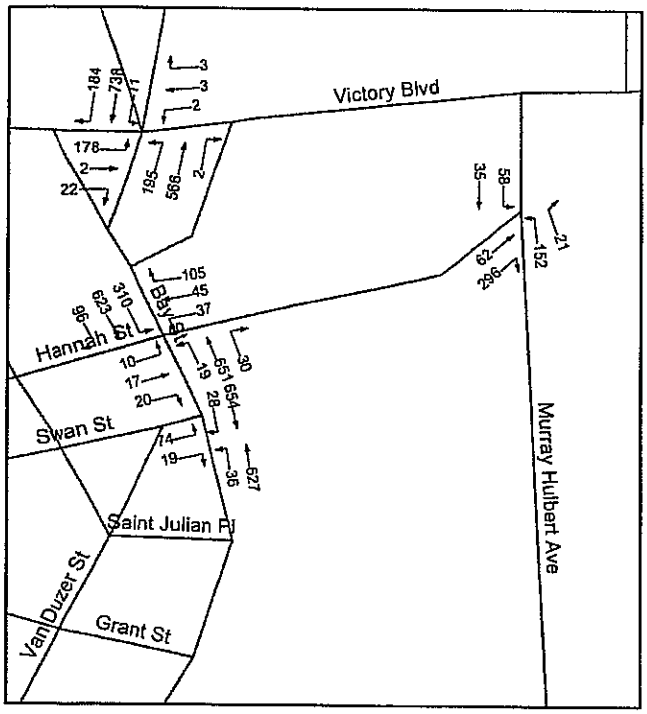


South Bay Street and Edgewater Street

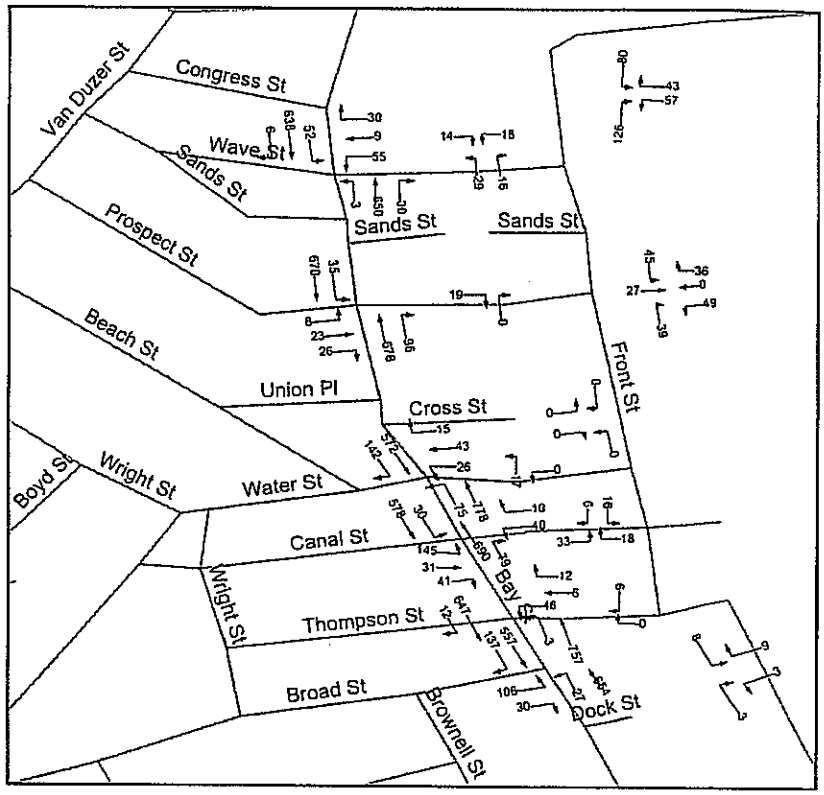
Eng-Wong, Taub & Associates

Traffic and Transportation Consultants

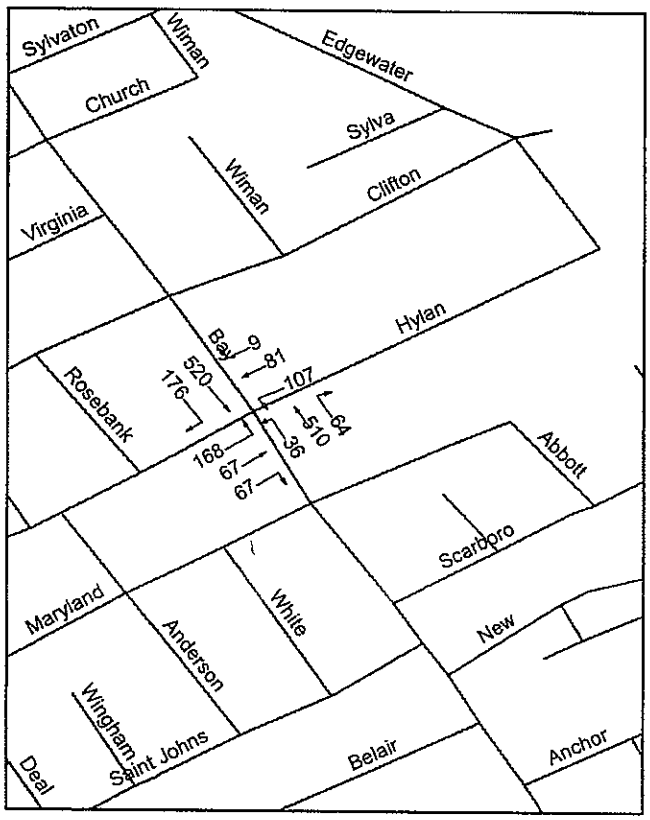
Figure X-3
Stapleton Build PM ALT-A Volumes



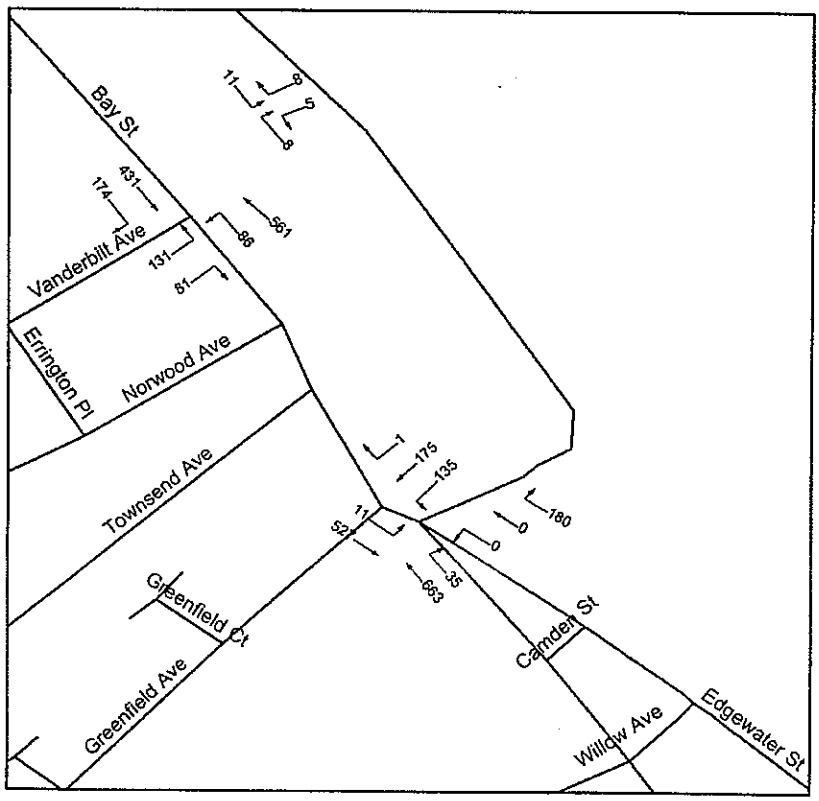
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

Eng-Wong, Taub & Associates

Traffic and Transportation Consultants

Figure X-3
Stapleton Build SAT MD Volumes

TABLE A - 3
STAPLETON / HOMEPORT REDEVELOPMENT PROJECT
BUILD 2015 TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 AM - 9:00 AM)				Weekday Midday (12:30 PM - 1:30 PM)				Weekday PM (4:30 PM - 5:30 PM)				Saturday MD (11:45 PM - 12:45 PM)			
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS																	
1 Bay Street and Victory Boulevard																	
Victory Boulevard	EB	DefL	1.01	90.9	F	DefL	0.81	50.7	D	DefL	0.92	79.9	E	DefL	0.74	39.8	D
		TR	0.12	30.5	C	TR	0.06	20.1	C	TR	0.14	31.1	C	TR	0.11	20.8	C
	WB	LTR	0.18	31.8	C	LTR	0.07	20.3	C	LTR	0.15	31.1	C	LTR	0.04	19.9	B
Bay Street	NB	-	-	-	-	DefL	1.59	311.9	F	DefL	1.24	167.2	F	DefL	0.97	74.0	E
		LTR	1.31	172.2	F	TR	1.11	88.9	F	TR	1.20	126.4	F	TR	1.00	57.4	E
	SB	LT	0.58	15.7	B	LT	0.64	16.5	B	LT	0.70	18.3	B	LT	0.55	14.8	B
		R	0.45	16.1	B	R	0.49	16.3	B	R	0.98	67.9	E	R	0.38	13.7	B
Overall Intersection		-	1.21	88.2	F	-	1.29	73.4	E	-	1.13	72.7	E	-	0.90	35.0	C
2 Bay Street and Hannah Street																	
Hannah Street	EB	LTR	0.56	41.9	D	LTR	0.18	21.5	C	LTR	0.39	45.7	D	LTR	0.19	26.1	C
	WB	LTR	0.73	45.9	D	LTR	0.70	32.2	C	LTR	0.78	59.1	E	LTR	0.45	25.4	C
Bay Street	NB	LTR	0.58	15.6	B	LTR	0.52	14.2	B	LTR	0.56	15.3	B	LTR	0.43	13.5	B
	SB	L	1.70	356.8	F	L	2.16	560.2	F	L	1.71	352.1	F	L	1.83	440.2	F
		T	0.26	11.2	B	T	0.36	12.0	B	T	0.34	11.9	B	T	0.28	11.8	B
		R	0.12	10.2	B	R	0.21	11.1	B	R	0.26	11.7	B	R	0.14	10.9	B
Overall Intersection		-	1.37	70.2	E	-	1.60	103.9	F	-	1.39	91.7	F	-	1.29	94.6	F
4 Bay Street and Van Duzer Street/Swan Street																	
Van Duzer Street	EB	L	0.26	32.5	C	L	0.20	21.5	C	L	0.19	31.2	C	L	0.11	20.5	C
		LR	0.31	33.8	C	LR	0.33	24.1	C	LR	0.27	32.7	C	LR	0.08	20.1	C
Bay Street	NB	LT	0.67	18.2	B	LT	0.57	15.3	B	LT	0.69	18.8	B	LT	0.46	13.4	B
	SB	TR	0.44	13.3	B	TR	0.50	13.8	B	TR	0.43	13.2	B	TR	0.45	13.2	B
Overall Intersection		-	0.55	18.0	B	-	0.48	15.5	B	-	0.55	17.9	B	-	0.32	13.8	B
8 Bay Street and Canal Street																	
Canal Street	EB	LTR	0.37	34.9	C	LTR	0.80	41.7	D	LTR	0.55	39.8	D	LTR	0.62	32.4	C
	WB	LR	0.20	32.3	C	LR	0.16	21.4	C	LR	0.24	32.8	C	LR	0.19	22.0	C
Bay Street	NB	TR	0.77	22.9	C	TR	0.89	30.1	C	TR	1.10	84.0	F	TR	0.89	30.0	C
	SB	LT	0.46	13.6	B	LT	0.45	13.3	B	LT	0.45	13.4	B	LT	0.44	13.1	B
Overall Intersection		-	0.64	20.1	C	-	0.85	25.4	C	-	0.92	53.0	D	-	0.79	23.6	C
10 Bay Street and Broad Street																	
Broad Street	EB	LR	0.47	36.8	D	LR	0.39	24.5	C	LR	0.37	34.4	C	LR	0.32	23.2	C
Bay Street	NB	LT	0.73	21.1	C	LT	1.02	56.1	E	LT	1.24	141.6	F	LT	0.87	27.9	C
	SB	T	0.72	20.9	C	T	0.77	22.3	C	T	0.68	19.4	B	T	0.74	20.8	C
		R	0.17	10.7	B	R	0.24	11.4	B	R	0.20	11.0	B	R	0.19	11.0	B
Overall Intersection		-	0.64	22.1	C	-	0.77	36.2	D	-	0.95	78.6	E	-	0.66	23.5	C

11	**Bay Street and Vanderbilt Avenue**																
	Vanderbilt Avenue	EB	LR	0.62	44.2	D	LR	0.59	31.3	C	LR	0.61	42.8	D	LR	0.46	25.9	C
	Bay Street	NB	DefL	0.72	28.5	C	LT	0.86	26.9	C	LT	1.24	142.3	F	LT	0.61	16.2	B
			T	0.64	18.5	B	-	-	-	-	-	-	-	-	-	-	-	-
		SB	T	0.58	16.9	B	T	0.62	17.3	B	T	0.50	14.9	B	T	0.53	15.2	B
			R	0.34	12.6	B	R	0.28	11.8	B	R	0.31	12.2	B	R	0.24	11.4	B
	Overall Intersection		-	0.69	21.1	C	-	0.76	23.0	C	-	1.04	80.0	F	-	0.55	16.7	B
12	**Bay Street and Edgewater St / Front St**																
	Front Street	WB	L	0.53	38.0	D	L	0.40	24.5	C	L	0.50	37.2	D	L	0.25	22.2	C
			TR	0.58	40.5	D	TR	0.46	25.8	C	TR	0.65	42.5	D	TR	0.33	23.5	C
	Edgewater Street	NB	R	0.38	32.1	C	R	0.38	24.1	C	R	0.69	40.8	D	R	0.28	23.3	C
	Bay Street	NB	TR	0.46	13.6	B	TR	0.50	13.9	B	TR	0.61	16.1	B	TR	0.40	12.6	B
		SB	LT	0.62	17.6	B	LT	0.65	17.5	B	LT	0.57	16.0	B	LT	0.51	14.5	B
	Overall Intersection		-	0.61	22.6	C	-	0.56	18.4	B	-	0.64	24.4	C	-	0.44	16.2	B
13	**Bay Street and Hylan Boulevard**																
	Hylan Boulevard	EB	LTR	1.02	81.8	F	LTR	1.15	120.3	F	LTR	1.13	121.8	F	LTR	1.03	83.3	F
		WB	LTR	1.36	228.5	F	LTR	1.18	145.0	F	LTR	0.90	66.3	E	LTR	0.84	53.5	D
	Bay Street	NB	LTR	1.06	78.9	E	LTR	0.83	28.3	C	LTR	1.26	156.0	F	LTR	0.84	29.9	C
		SB	T	0.72	28.2	C	T	0.64	20.7	C	T	0.74	28.7	C	T	0.69	22.1	C
			R	0.22	8.7	A	R	0.22	7.2	A	R	0.24	8.9	A	R	0.23	7.2	A
	Overall Intersection		-	1.14	84.9	F	-	0.99	60.6	E	-	1.21	94.7	F	-	0.93	37.5	D
18	**Front Street and Wave Street**																
	Wave Street	EB	LR	0.13	20.8	C	LR	0.24	22.2	C	LR	0.22	21.9	C	LR	0.20	21.8	C
	Front Street	NB	LT	0.33	12.4	B	LT	0.68	20.1	C	LT	0.62	17.7	B	LT	0.28	11.7	B
		SB	TR	0.50	14.6	B	TR	0.44	13.7	B	TR	0.50	14.6	B	TR	0.39	13.1	B
	Overall Intersection		-	0.36	14.4	B		0.51	17.6	B		0.47	16.8	B		0.32	13.7	B
19	**Front Street and Prospect Street**																
	Prospect Street	EB	LTR	0.20	21.5	C	LTR	0.22	21.9	C	LTR	0.26	22.3	C	LTR	0.23	22.0	C
		WB	LR	0.12	20.7	C	LR	0.15	21.2	C	LR	0.13	20.9	C	LR	0.20	21.8	C
	Front Street	NB	TR	0.27	11.8	B	TR	0.50	14.9	B	TR	0.55	15.8	B	TR	0.26	11.7	B
		SB	LT	0.60	16.9	B	LT	0.57	16.3	B	LT	0.64	18.3	B	LT	0.46	14.3	B
	Overall Intersection		-	0.44	16.5	B	-	0.43	16.6	B	-	0.49	17.9	B	-	0.37	15.5	B
20	**Front Street and Canal Street**																
	Canal Street	EB	LR	0.26	22.5	C	LR	0.30	23.1	C	LR	0.23	22.0	C	LR	0.27	22.6	C
	Front Street	NB	LT	0.19	10.8	B	LT	0.43	13.6	B	LT	0.53	15.2	B	LT	0.19	10.9	B
		SB	TR	0.61	16.8	B	TR	0.52	15.1	B	TR	0.54	15.4	B	TR	0.41	13.4	B
	Overall Intersection		-	0.47	16.4	B		0.44	15.6	B		0.42	16.0	B		0.36	14.5	B

UNSIGNALIZED INTERSECTIONS

3	**Front Street and Hannah Street**																
	Hannah Street	WB	LT	0.04	8.5	A	LT	0.03	8.3	A	LT	0.03	9.1	A	LT	0.10	9.6	A
	Front Street	NB	LR	0.52	16.8	C	LR	0.62	18.4	C	LR	0.67	23.9	C	LR	0.49	19.1	C
	Overall Intersection		-	-	**15.8**	**C**	-	-	**17.7**	**C**	-	-	**22.7**	**C**	-	-	**16.5**	**C**
5	**Bay Street and Wave Street**																	
	Wave Street	WB	LTR	0.59	49.5	E	LTR	1.92	523.0	F	LTR	1.98	602.0	F	LTR	1.13	193.4	F
	Bay Street	NB	LTR	0.01	9.7	A	LTR	0.07	14.6	B	LTR	0.04	12.4	B	LTR	0.01	12.6	B
		SB	LTR	0.06	9.2	A	LTR	0.14	12.2	B	LTR	0.12	12.0	B	LTR	0.12	13.7	B
	Overall Intersection		-	-	**34.9**	**D**	-	-	**334.1**	**F**	-	-	**357.6**	**F**	-	-	**137.5**	**F**
6	**Bay Street and Prospect Street**																	
	Prospect Street	EB	LTR	0.40	42.1	E	LTR	1.34	338.6	F	LTR	1.78	535.2	F	LTR	0.87	135.9	F
	Bay Street	SB	LT	0.06	10.4	B	LT	0.19	15.7	C	LT	0.21	15.7	C	LT	0.12	15.9	C
	Overall Intersection		-	-	**29.5**	**D**	-	-	**185.0**	**F**	-	-	**286.5**	**F**	-	-	**93.4**	**F**
7	**Bay Street and Water Street**																	
	Water Street	WB	LTR	1.03	151.1	F	LTR	2.07	641.7	F	LTR	2.98	-	F*	LTR	1.00	109.0	F
	Bay Street	NB	LT	0.11	9.3	A	LT	0.40	15.4	C	LT	0.26	12.4	B	LT	0.13	11.6	B
	Overall Intersection		-	-	**91.6**	**F**	-	-	**234.8**	**F**	-	-	-	**F***	-	-	**81.2**	**F**
9	**Bay Street and Thompson Street**																	
	Thompson Street	WB	LTR	0.39	27.9	D	LTR	0.56	49.0	E	LTR	0.92	110.9	F	LTR	0.51	43.0	E
	Bay Street	NB	LT	0.01	9.7	A	LT	0.03	10.9	B	LT	0.02	10.8	B	LT	0.01	11.1	B
	Overall Intersection		-	-	**26.4**	**D**	-	-	**43.0**	**E**	-	-	**103.1**	**F**	-	-	**40.8**	**E**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Water Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
8:00 AM to 8:15 AM	Auto												11	67					90	7		302	
	SUV												6	22					53	3			
	Light Truck												1	2					5	1			
	Medium Truck												2	8					8	1			
	Heavy Truck												1	1					2				
	Bus													3					7	1			1,055
8:15 AM to 8:30 AM	Auto								1				13	40					70	9		234	
	SUV												6	24					37	4			
	Light Truck												1	1					2	2			
	Medium Truck													2					8				
	Heavy Truck													1					2				
	Bus												1	2					7	1			1,040
8:30 AM to 8:45 AM	Auto							1	3	3			13	66					71	19		293	
	SUV												6	26					37	6			
	Light Truck												1	3					1	2			
	Medium Truck												1	3					11	3			
	Heavy Truck													2					4	1			
	Bus												1	6					2	1			1,077
8:45 AM to 9:00 AM	Auto								3				10	72					82	13		299	
	SUV												7	44					34	7			
	Light Truck													3					2				
	Medium Truck													6					7	2			
	Heavy Truck																		2				
	Bus												1	1					2	1			1,128
Peak Hour Volume (PHV)								1	7	3			82	405					546	84		1,128	
PHV (by approach)									11					487					630				
Peak Hour Factor (PHF)								0.25	0.58	0.25			0.93	0.80					0.83	0.66			
Total Auto								1	7	3			47	245					313	48			
Total SUV													25	116					161	20			
Total Light Truck													3	9					10	5			
Total Medium Truck													3	19					34	6			
Total Heavy Truck													1	4					10	1			
Total Bus													3	12					18	4			
% Auto's								100.0%	100.0%	100.0%			91.5%	91.4%					88.6%	86.9%			
% Heavy Vehicles													8.5%	8.6%					11.4%	13.1%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Water Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
12:30 PM to 12:45 PM	Auto								4	1			15	80					78	11		294	
	SUV								1	1			5	31					22	3			
	Light Truck												1	10					11	2			
	Medium Truck									1			1	4					7	1			
	Heavy Truck													1					1				
	Bus													1					1				1,018
12:45 PM to 1:00 PM	Auto							3	5	3			21	68					117	32		352	
	SUV								3	2			4	16					20	11			
	Light Truck									1			1	5					12	3			
	Medium Truck													4					8				
	Heavy Truck													5						1			
	Bus												1	1					4	1			1,114
1:00 PM to 1:15 PM	Auto							3	5	3			24	60					79	18		284	
	SUV								2	1			5	23					20	3			
	Light Truck												1	6					11	2			
	Medium Truck												1	4					2				
	Heavy Truck																		2				
	Bus													2					6	1			1,162
1:15 PM to 1:30 PM	Auto								6	4			39	80					89	22		344	
	SUV								2	1			6	15					16	5			
	Light Truck								1	1			2	12					14	2			
	Medium Truck												1	5					7	3			
	Heavy Truck													2					1				
	Bus												1	2					4	1			1,274
Peak Hour Volume (PHV)								6	29	19			129	437					532	122		1,274	
PHV (by approach)									54					566					654				
Peak Hour Factor (PHF)								0.50	0.81	0.79			0.66	0.86					0.83	0.64			
Total Auto								6	20	11			99	288					363	83			
Total SUV									8	5			20	85					78	22			
Total Light Truck									1	2			5	33					48	9			
Total Medium Truck										1			3	17					24	4			
Total Heavy Truck														8					4	1			
Total Bus													2	6					15	3			
% Auto's & Taxi's								100.0%	100.0%	94.7%			96.1%	92.9%					91.9%	93.4%			
% Heavy Vehicles										5.3%			3.9%	7.1%					8.1%	6.6%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
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Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	Water Street (WB) 6 L-2	Water Street (WB) 7 L-1	Water Street (WB) 8 T	Water Street (WB) 9 R-1	Water Street (WB) 10 R-2	Bay Street (NB) 11 L-2	Bay Street (NB) 12 L-1	Bay Street (NB) 13 T	Bay Street (NB) 14 R-1	Bay Street (NB) 15 R-2	Bay Street (SB) 16 L-2	Bay Street (SB) 17 L-1	Bay Street (SB) 18 T	Bay Street (SB) 19 R-1	Bay Street (SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
4:30 PM to 4:45 PM	Auto							1	3	2			27	63					102	24		300	
	SUV							1	1	2			4	10					19	4			
	Light Truck							1					1	4					9	2			
	Medium Truck												3	4					5				
	Heavy Truck													1						1			
	Bus												1	3					1	1			887
4:45 PM to 5:00 PM	Auto							1	3	2			24	51					95	22		287	
	SUV												6	14					22	4			
	Light Truck									1			3	8					11	1			
	Medium Truck									1				1					6	1			
	Heavy Truck													1									
	Bus												1	1					5	2			1,174
5:00 PM to 5:15 PM	Auto							2	4	3			26	52					111	16		294	
	SUV								1				3	23					34	3			
	Light Truck												1	3					7	2			
	Medium Truck												1							1			
	Heavy Truck																						
	Bus													1									1,131
5:15 PM to 5:30 PM	Auto							1	2	3			19	61					91	20		290	
	SUV								1	3			3	17					34	1			
	Light Truck									1				9					12	2			
	Medium Truck																		2				
	Heavy Truck																						
	Bus												3	3					2				1,171
Peak Hour Volume (PHV)								7	15	18			126	330					568	107		1,171	
PHV (by approach)									40					456					675				
Peak Hour Factor (PHF)								0.58	0.75	0.64			0.88	0.92					0.93	0.84			
Total Auto								5	12	10			96	227					399	82			
Total SUV								1	3	5			16	64					109	12			
Total Light Truck								1		2			5	24					39	7			
Total Medium Truck										1			4	5					13	2			
Total Heavy Truck														2						1			
Total Bus													5	8					8	3			
% Auto's & Taxi's								100.0%	100.0%	94.4%			92.9%	95.5%					96.3%	94.4%			
% Heavy Vehicles										5.6%			7.1%	4.5%					3.7%	5.6%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Water Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
8:00 AM to 8:15 AM	Auto												11	67					90	7		302	
	SUV												6	22					53	3			
	Light Truck												1	2					5	1			
	Medium Truck												2	8					8	1			
	Heavy Truck												1	1					2				
	Bus													3					7	1			1,055
8:15 AM to 8:30 AM	Auto								1				13	40					70	9		234	
	SUV												6	24					37	4			
	Light Truck												1	1					2	2			
	Medium Truck													2					8				
	Heavy Truck													1					2				
	Bus												1	2					7	1			1,040
8:30 AM to 8:45 AM	Auto							1	3	3			13	66					71	19		293	
	SUV												6	26					37	6			
	Light Truck												1	3					1	2			
	Medium Truck												1	3					11	3			
	Heavy Truck													2					4	1			
	Bus												1	6					2	1			1,077
8:45 AM to 9:00 AM	Auto								3				10	72					82	13		299	
	SUV												7	44					34	7			
	Light Truck													3					2				
	Medium Truck													6					7	2			
	Heavy Truck																		2				
	Bus												1	1					2	1			1,128
Peak Hour Volume (PHV)								1	7	3			82	405					546	84		1,128	
PHV (by approach)									11					487					630				
Peak Hour Factor (PHF)								0.25	0.58	0.25			0.93	0.80					0.83	0.66			
Total Auto								1	7	3			47	245					313	48			
Total SUV													25	116					161	20			
Total Light Truck													3	9					10	5			
Total Medium Truck													3	19					34	6			
Total Heavy Truck													1	4					10	1			
Total Bus													3	12					18	4			
% Auto's								100.0%	100.0%	100.0%			91.5%	91.4%					88.6%	86.9%			
% Heavy Vehicles													8.5%	8.6%					11.4%	13.1%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck. Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Water Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
12:30 PM to 12:45 PM	Auto								4	1			15	80					78	11		294	
	SUV								1	1			5	31					22	3			
	Light Truck												1	10					11	2			
	Medium Truck									1			1	4					7	1			
	Heavy Truck													1					1				
	Bus													1					1				1,018
12:45 PM to 1:00 PM	Auto							3	5	3			21	68					117	32		352	
	SUV								3	2			4	16					20	11			
	Light Truck									1			1	5					12	3			
	Medium Truck													4					8				
	Heavy Truck													5						1			
	Bus												1	1					4	1			1,114
1:00 PM to 1:15 PM	Auto							3	5	3			24	60					79	18		284	
	SUV								2	1			5	23					20	3			
	Light Truck												1	6					11	2			
	Medium Truck												1	4					2				
	Heavy Truck																		2				
	Bus													2					6	1			1,162
1:15 PM to 1:30 PM	Auto								6	4			39	80					89	22		344	
	SUV								2	1			6	15					16	5			
	Light Truck								1	1			2	12					14	2			
	Medium Truck												1	5					7	3			
	Heavy Truck													2					1				
	Bus												1	2					4	1			1,274
Peak Hour Volume (PHV)								6	29	19			129	437					532	122		1,274	
PHV. (by approach)									54					566					654				
Peak Hour Factor (PHF)								0.50	0.81	0.79			0.66	0.86					0.83	0.64			
Total Auto								6	20	11			99	288					363	83			
Total SUV									8	5			20	85					78	22			
Total Light Truck									1	2			5	33					48	9			
Total Medium Truck										1			3	17					24	4			
Total Heavy Truck														8					4	1			
Total Bus													2	6					15	3			
% Auto's & Taxi's								100.0%	100.0%	94.7%			96.1%	92.9%					91.9%	93.4%			
% Heavy Vehicles										5.3%			3.9%	7.1%					8.1%	6.6%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Water Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 MIN. VOLUME	HOURLY VOLUME
4:30 PM to 4:45 PM	Auto							1	3	2			27	63					102	24		300	
	SUV							1	1	2			4	10					19	4			
	Light Truck							1					1	4					9	2			
	Medium Truck												3	4					5				
	Heavy Truck													1						1			
	Bus												1	3					1	1			887
4:45 PM to 5:00 PM	Auto							1	3	2			24	51					95	22		287	
	SUV												6	14					22	4			
	Light Truck									1			3	8					11	1			
	Medium Truck									1				1					6	1			
	Heavy Truck													1									
	Bus												1	1					5	2			1,174
5:00 PM to 5:15 PM	Auto							2	4	3			26	52					111	16		294	
	SUV								1				3	23					34	3			
	Light Truck												1	3					7	2			
	Medium Truck												1							1			
	Heavy Truck																						
	Bus													1									1,131
5:15 PM to 5:30 PM	Auto							1	2	3			19	61					91	20		290	
	SUV								1	3			3	17					34	1			
	Light Truck									1				9					12	2			
	Medium Truck																		2				
	Heavy Truck																						
	Bus												3	3					2				1,171
Peak Hour Volume (PHV)								7	15	18			126	330					568	107		1,171	
PHV (by approach)									40					456					675				
Peak Hour Factor (PHF)								0.58	0.75	0.64			0.88	0.92					0.93	0.84			
Total Auto								5	12	10			96	227					399	82			
Total SUV								1	3	5			16	64					109	12			
Total Light Truck								1		2			5	24					39	7			
Total Medium Truck										1			4	5					13	2			
Total Heavy Truck														2						1			
Total Bus													5	8					8	3			
% Auto's & Taxi's								100.0%	100.0%	94.4%			92.9%	95.5%					96.3%	94.4%			
% Heavy Vehicles										5.6%			7.1%	4.5%					3.7%	5.6%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

MOBILE6 CO EMISSION FACTOR TABLE

(for Arterial, Collector and Local Road)

YEAR 2005

CO RATE (grams/hr for 0.0 mph; grams/mile for 5 - 65 mph)

	Speed (mph)													
Veh. Type	0.0	5.0	10.0	15.0	20.0	25.0	30.0	35.0	40.0	45.0	50.0	55.0	60.0	65.0
LDGV	74.00	15.76	9.62	7.95	7.11	6.67	6.51	6.63	7.17	7.71	8.25	8.78	9.32	9.86
LDGT1	72.38	15.62	9.61	7.92	7.08	6.63	6.46	6.57	7.10	7.63	8.16	8.69	9.22	9.75
LDGT2	73.10	15.75	9.69	8.00	7.15	6.71	6.54	6.66	7.18	7.71	8.24	8.77	9.30	9.82
LDGT3	67.15	14.40	8.81	7.26	6.49	6.08	5.93	6.03	6.51	7.00	7.49	7.97	8.46	8.94
LDGT4	67.88	14.55	8.91	7.35	6.57	6.15	6.00	6.10	6.59	7.08	7.58	8.07	8.56	9.05
HDGV2B	111.35	35.59	23.68	16.64	12.36	9.70	8.04	7.04	6.52	6.37	6.58	7.19	8.29	10.09
HDGV3	178.98	57.20	38.05	26.75	19.87	15.59	12.92	11.32	10.48	10.24	10.58	11.55	13.32	16.22
HDGV4	160.82	51.40	34.20	24.04	17.85	14.01	11.61	10.17	9.41	9.20	9.51	10.38	11.97	14.58
HDGV5	322.00	102.91	68.47	48.13	35.74	28.05	23.25	20.37	18.85	18.43	19.04	20.78	23.96	29.19
HDGV6	597.98	191.11	127.15	89.38	66.38	52.08	43.18	37.82	35.00	34.22	35.35	38.59	44.49	54.21
HDGV7	545.90	174.47	116.08	81.60	60.60	47.55	39.42	34.53	31.95	31.24	32.27	35.23	40.62	49.49
HDGV8A	875.30	279.75	186.12	130.83	97.16	76.24	63.21	55.36	51.23	50.09	51.75	56.48	65.13	79.35
LDDV	10.04	3.28	2.26	1.63	1.23	0.97	0.81	0.70	0.63	0.60	0.59	0.62	0.67	0.76
LDDT12	5.85	1.91	1.32	0.95	0.72	0.57	0.47	0.41	0.37	0.35	0.35	0.36	0.39	0.44
LDDT34	6.87	2.24	1.55	1.12	0.84	0.67	0.55	0.48	0.43	0.41	0.41	0.42	0.46	0.52
HDDV2B	11.13	3.63	2.50	1.81	1.36	1.08	0.89	0.77	0.70	0.66	0.66	0.68	0.74	0.84
HDDV3	12.93	4.22	2.91	2.10	1.59	1.25	1.04	0.90	0.81	0.77	0.77	0.80	0.86	0.98
HDDV4	14.78	4.83	3.33	2.40	1.81	1.43	1.19	1.03	0.93	0.88	0.88	0.91	0.99	1.12
HDDV5	17.46	5.70	3.93	2.84	2.14	1.69	1.40	1.21	1.10	1.04	1.03	1.07	1.17	1.33
HDDV6	19.27	6.29	4.34	3.13	2.36	1.87	1.55	1.34	1.21	1.15	1.14	1.18	1.29	1.46
HDDV7	23.01	7.51	5.18	3.74	2.82	2.23	1.85	1.60	1.45	1.37	1.36	1.41	1.54	1.75
HDDV8A	42.03	13.72	9.46	6.83	5.16	4.08	3.37	2.92	2.65	2.51	2.49	2.58	2.81	3.19
HDDV8B	42.26	13.80	9.51	6.87	5.18	4.10	3.39	2.93	2.66	2.52	2.50	2.60	2.82	3.21
HDGB	456.45	145.89	97.06	68.23	50.67	39.76	32.96	28.87	26.72	26.12	26.99	29.45	33.97	41.38
HDDBT	100.13	32.70	22.54	16.27	12.29	9.71	8.03	6.95	6.30	5.97	5.93	6.16	6.69	7.61
HDDBS	27.31	8.92	6.15	4.44	3.35	2.65	2.19	1.90	1.72	1.63	1.62	1.68	1.82	2.08
MC	231.80	53.41	25.66	16.67	12.53	9.99	8.15	6.79	5.85	5.25	5.00	5.00	11.03	17.06

MOBILE6 CO EMISSION FACTOR TABLE

(for Arterial, Collector and Local Road)

YEAR 2015

CO RATE (grams/hr for 0.0 mph; grams/mile for 5 - 65 mph)

	Speed (mph)													
Veh. Type	0.0	5.0	10.0	15.0	20.0	25.0	30.0	35.0	40.0	45.0	50.0	55.0	60.0	65.0
LDGV	37.63	8.27	5.14	4.22	3.76	3.51	3.43	3.48	3.78	4.08	4.37	4.67	4.97	5.27
LDGT1	32.05	7.26	4.61	3.79	3.38	3.15	3.08	3.12	3.40	3.67	3.94	4.22	4.49	4.76
LDGT2	33.80	7.64	4.85	3.99	3.56	3.33	3.26	3.31	3.60	3.90	4.19	4.48	4.77	5.06
LDGT3	31.50	7.11	4.51	3.72	3.32	3.10	3.03	3.09	3.36	3.63	3.91	4.18	4.46	4.73
LDGT4	31.97	7.22	4.58	3.78	3.37	3.15	3.08	3.14	3.41	3.69	3.97	4.25	4.53	4.81
HDGV2B	77.13	24.65	16.40	11.53	8.56	6.72	5.57	4.88	4.51	4.41	4.56	4.98	5.74	6.99
HDGV3	96.20	30.74	20.45	14.38	10.68	8.38	6.95	6.08	5.63	5.51	5.69	6.21	7.16	8.72
HDGV4	93.60	29.91	19.90	13.99	10.39	8.15	6.76	5.92	5.48	5.36	5.53	6.04	6.96	8.48
HDGV5	115.00	36.75	24.45	17.19	12.76	10.02	8.30	7.27	6.73	6.58	6.80	7.42	8.56	10.42
HDGV6	119.35	38.15	25.38	17.84	13.25	10.40	8.62	7.55	6.99	6.83	7.06	7.70	8.88	10.82
HDGV7	129.03	41.24	27.44	19.29	14.32	11.24	9.32	8.16	7.55	7.38	7.63	8.33	9.60	11.70
HDGV8A	142.80	45.64	30.36	21.34	15.85	12.44	10.31	9.03	8.36	8.17	8.44	9.21	10.63	12.95
LDDV	9.13	2.98	2.06	1.48	1.12	0.89	0.73	0.63	0.57	0.55	0.54	0.56	0.61	0.69
LDDT12	2.82	0.92	0.64	0.46	0.35	0.27	0.23	0.20	0.18	0.17	0.17	0.17	0.19	0.21
LDDT34	3.20	1.04	0.72	0.52	0.39	0.31	0.26	0.22	0.20	0.19	0.19	0.20	0.21	0.24
HDDV2B	2.97	0.97	0.67	0.48	0.36	0.29	0.24	0.21	0.19	0.18	0.18	0.18	0.20	0.23
HDDV3	3.31	1.08	0.74	0.54	0.41	0.32	0.27	0.23	0.21	0.20	0.20	0.20	0.22	0.25
HDDV4	3.32	1.08	0.75	0.54	0.41	0.32	0.27	0.23	0.21	0.20	0.20	0.20	0.22	0.25
HDDV5	4.47	1.46	1.01	0.73	0.55	0.43	0.36	0.31	0.28	0.27	0.26	0.28	0.30	0.34
HDDV6	5.31	1.74	1.20	0.86	0.65	0.52	0.43	0.37	0.33	0.32	0.32	0.33	0.35	0.40
HDDV7	6.80	2.22	1.53	1.10	0.83	0.66	0.55	0.47	0.43	0.41	0.40	0.42	0.45	0.52
HDDV8A	11.81	3.85	2.66	1.92	1.45	1.15	0.95	0.82	0.74	0.70	0.70	0.73	0.79	0.90
HDDV8B	8.90	2.91	2.00	1.45	1.09	0.86	0.71	0.62	0.56	0.53	0.53	0.55	0.59	0.68
HDGB	181.10	57.88	38.51	27.07	20.10	15.77	13.08	11.45	10.60	10.36	10.71	11.69	13.48	16.42
HDDBT	39.26	12.82	8.84	6.38	4.82	3.81	3.15	2.73	2.47	2.34	2.32	2.41	2.62	2.98
HDDBS	12.05	3.93	2.71	1.96	1.48	1.17	0.97	0.84	0.76	0.72	0.71	0.74	0.81	0.92
MC	231.56	53.36	25.64	16.65	12.51	9.98	8.14	6.78	5.84	5.24	5.00	5.00	11.02	17.04

VI.2 Samples of MOBILE6 Input Files

Sample 1 - Input file for 2000 CO Emission Factor Table EF1 for Arterial

```
MOBILE6 INPUT FILE :
* Input file for 2000 CO Emission Factor Table EF1 for Arterial.
> CO Emission Factor Table EF1 for Arterial.
> 2000

POLLUTANTS          : CO
REPORT FILE         : COtables\COtab1\00tab1A.txt
DATABASE OUTPUT     : COtables\COtab1\00tab1A.tb1
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
DATABASE EMISSIONS  : 2111 1111 11
DATABASE VEHICLES   : 22222 22222222 2 222 22222222 222

RUN DATA
EXPAND BUS EFS      :
EXPAND LDT EFS      :
EXPAND HDDV EFS     :
EXPAND HDGV EFS     :
EXPAND EXHAUST      :

STAGE II REFUELING :
89 1 77 77

ANTI-TAMP PROG      :
84 84 50 22222 22222222 2 11 098 22212222
I/M DESC FILE       : DEC_in\NYTEST.d
START DIST          : DEC_in\sdist\005sdist.d

REG DIST            : DEC_in\regdata\00_NYreg.d
DIESEL FRACTIONS    :
0.0003 0.0009 0.0008 0.0005 0.0006 0.0005 0.0002 0.0004 0.0005 0.0009
0.0004 0.0003 0.0002 0.0025 0.0023 0.0113 0.0219 0.0410 0.0678 0.0636
0.0515 0.0299 0.0191 0.0165 0.0028
0.0037 0.0076 0.0065 0.0065 0.0049 0.0074 0.0089 0.0102 0.0076 0.0085
0.0084 0.0063 0.0059 0.0084 0.0066 0.0115 0.0170 0.0257 0.0394 0.0335
0.0329 0.0104 0.0020 0.0009 0.0030
0.0037 0.0076 0.0065 0.0065 0.0049 0.0074 0.0089 0.0102 0.0076 0.0085
0.0084 0.0063 0.0059 0.0084 0.0066 0.0115 0.0170 0.0257 0.0394 0.0335
0.0328 0.0104 0.0020 0.0009 0.0030
0.0432 0.0359 0.0425 0.0522 0.0471 0.0535 0.0643 0.0604 0.0574 0.0581
0.0531 0.0444 0.0505 0.0439 0.0503 0.0595 0.0949 0.1057 0.0660 0.0276
0.0182 0.0039 0.0062 0.0022 0.0044
0.0432 0.0359 0.0425 0.0522 0.0470 0.0535 0.0644 0.0604 0.0574 0.0582
0.0530 0.0444 0.0506 0.0439 0.0503 0.0596 0.0950 0.1052 0.0662 0.0277
0.0181 0.0039 0.0062 0.0022 0.0044
0.1105 0.1274 0.0942 0.1343 0.1466 0.1565 0.1671 0.1535 0.1807 0.1643
0.1349 0.1288 0.1153 0.1199 0.1191 0.0844 0.1042 0.1386 0.1880 0.0556
0.0250 0.0147 0.0171 0.0118 0.0028
0.4365 0.4343 0.4263 0.4040 0.4002 0.3718 0.3891 0.3923 0.4302 0.3719
0.3560 0.3059 0.2075 0.2427 0.2092 0.1779 0.3393 0.1862 0.2459 0.2783
0.0874 0.0698 0.0321 0.0446 0.0537
```

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0.7044 0.6831 0.6760 0.6475 0.7555 0.6477 0.5559 0.6099 0.6053 0.4479
0.4978 0.3799 0.2625 0.2992 0.3005 0.2500 0.3182 0.2778 0.2542 0.2500
0.0769 0.0545 0.0789 0.0167 0.0403
0.8406 0.8160 0.8091 0.7944 0.8287 0.7459 0.7422 0.7300 0.6938 0.6575
0.5498 0.5736 0.4498 0.4082 0.3259 0.3830 0.3864 0.3932 0.3097 0.4658
0.2543 0.2009 0.1131 0.1360 0.0512
0.8919 0.9124 0.8509 0.7964 0.8042 0.7340 0.8066 0.7596 0.7391 0.8204
0.6944 0.7078 0.6281 0.6264 0.5643 0.6217 0.6199 0.6667 0.6560 0.6108
0.3714 0.5444 0.1889 0.2821 0.0880
0.9587 0.9393 0.9184 0.8306 0.8532 0.8653 0.8795 0.8983 0.7981 0.8153
0.8070 0.7524 0.7385 0.7284 0.7500 0.6943 0.6797 0.6173 0.6954 0.5500
0.6026 0.4302 0.3280 0.2921 0.1736
0.9673 0.9483 0.9125 0.9216 0.9041 0.9122 0.8725 0.8966 0.9022 0.8467
0.8625 0.8667 0.8631 0.8191 0.8434 0.8584 0.8344 0.8153 0.8448 0.8137
0.8836 0.7621 0.7752 0.7923 0.3932
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000
0.7486 0.9125 0.8426 0.8231 0.8747 0.8127 0.7629 0.8452 0.8014 0.7757
0.8222 0.7339 0.7156 0.5718 0.6660 0.7307 0.5768 0.5233 0.8318 0.7842
0.8739 0.4206 0.3162 0.6721 0.6034

MILE ACCUM RATE     : DEC_in\NY_Mile.d
VMT BY HOUR         : DEC_in\hvmt\005_hvmt.def
SEASON              : 2
MIN/MAX TEMP        : 43.0 43.0
FUEL PROGRAM        : 2 N
FUEL RVP            : 15.0

T2 EXH PHASE-IN     : DEC_in\L2EXH.d
T2 EVAP PHASE-IN    : DEC_in\L2EVAP.d
T2 CERT             : DEC_in\L2CERT.d
94+ LDG IMP         : DEC_in\LEV2.d

SCENARIO RECORD     : Scenario : winter, 2.5 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 2.5 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 5 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 5.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 10 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 10.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 15 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 15.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 20 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
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AVERAGE SPEED       : 20.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 25 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 25.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 30 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 30.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 35 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 35.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 40 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 40.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 45 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 45.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 50 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 50.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 55 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 55.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 60 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 60.0 ARTERIAL

SCENARIO RECORD     : Scenario : winter, 65 mph, Arterial
CALENDAR YEAR       : 2000
EVALUATION MONTH    : 1
AVERAGE SPEED       : 65.0 ARTERIAL

END OF RUN
```

Table C1 - MOBILE6 PM10 Non-Idle Emission Factors (g/mi)

Analysis Year

Veh. Type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
LDGV	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02
LDGT1	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02
LDGT2	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02
LDGT3	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02
LDGT4	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02
HDGV2B	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.08	0.07	0.06	0.06	0.05	0.05	0.04	0.04	0.04
HDGV3	0.11	0.11	0.10	0.10	0.10	0.09	0.09	0.09	0.08	0.07	0.07	0.06	0.06	0.05	0.05	0.05
HDGV4	0.10	0.10	0.09	0.09	0.09	0.09	0.09	0.09	0.08	0.07	0.07	0.06	0.06	0.05	0.05	0.05
HDGV5	0.14	0.13	0.13	0.12	0.12	0.11	0.10	0.10	0.09	0.09	0.08	0.07	0.06	0.06	0.06	0.06
HDGV6	0.14	0.14	0.14	0.15	0.14	0.14	0.13	0.13	0.13	0.12	0.12	0.08	0.08	0.07	0.06	0.06
HDGV7	0.13	0.13	0.13	0.13	0.13	0.12	0.12	0.12	0.11	0.11	0.10	0.08	0.07	0.07	0.06	0.06
HDGV8A	0.18	0.18	0.18	0.19	0.18	0.18	0.17	0.17	0.17	0.17	0.16	0.11	0.11	0.10	0.09	0.09
LDDV	0.31	0.30	0.28	0.27	0.24	0.20	0.18	0.17	0.15	0.14	0.13	0.12	0.12	0.11	0.11	0.10
LDDT12	0.20	0.19	0.18	0.17	0.16	0.14	0.13	0.11	0.09	0.08	0.07	0.06	0.06	0.05	0.05	0.04
LDDT34	0.19	0.17	0.16	0.16	0.15	0.13	0.11	0.09	0.08	0.07	0.06	0.06	0.05	0.04	0.04	0.04
HDDV2B	0.23	0.21	0.19	0.18	0.17	0.16	0.14	0.13	0.11	0.09	0.08	0.07	0.06	0.06	0.05	0.05
HDDV3	0.21	0.19	0.18	0.17	0.16	0.15	0.13	0.12	0.11	0.10	0.08	0.07	0.07	0.06	0.05	0.05
HDDV4	0.19	0.17	0.17	0.16	0.15	0.14	0.12	0.12	0.10	0.09	0.08	0.07	0.06	0.06	0.05	0.05
HDDV5	0.26	0.23	0.20	0.19	0.18	0.17	0.14	0.13	0.12	0.10	0.09	0.08	0.07	0.06	0.06	0.05
HDDV6	0.49	0.43	0.39	0.36	0.33	0.31	0.27	0.25	0.22	0.19	0.16	0.14	0.12	0.11	0.09	0.08
HDDV7	0.50	0.44	0.39	0.37	0.33	0.31	0.26	0.24	0.21	0.18	0.16	0.13	0.12	0.10	0.09	0.08
HDDV8A	0.86	0.77	0.70	0.63	0.58	0.53	0.45	0.41	0.36	0.31	0.27	0.24	0.21	0.19	0.16	0.14
HDDV8B	0.78	0.62	0.54	0.48	0.45	0.42	0.37	0.35	0.30	0.24	0.19	0.18	0.16	0.14	0.13	0.11
HDGB	0.13	0.13	0.11	0.13	0.12	0.12	0.11	0.11	0.10	0.10	0.10	0.07	0.07	0.07	0.06	0.06
HDDBT	1.60	1.43	1.73	1.67	1.64	1.59	1.48	1.41	1.36	1.33	1.26	1.17	0.94	0.89	0.68	0.73
HDDBS	1.88	1.73	1.44	1.05	0.93	0.81	0.64	0.52	0.43	0.33	0.24	0.19	0.16	0.14	0.13	0.12
MC	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04

Note: This table should be used for the following Counties in NYSDOT Regions:
All counties in Region 10 and 11 and Rockland and Westchester counties in Region 8.

Table c1 - MOBILE6 PM10 Non-Idle Emission Factors (g/mi)

Analysis Year

Veh. Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
LDGV	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
LDGT1	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
LDGT2	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
LDGT3	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
LDGT4	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDGV2B	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
HDGV3	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
HDGV4	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
HDGV5	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04
HDGV6	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
HDGV7	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.04	0.04
HDGV8A	0.09	0.09	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
LDDV	0.10	0.09	0.09	0.09	0.09	0.08	0.08	0.07	0.06	0.05	0.04	0.04	0.03	0.03	0.03
LDDT12	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
LDDT34	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
HDDV2B	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
HDDV3	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
HDDV4	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
HDDV5	0.05	0.05	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
HDDV6	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.04	0.04	0.04	0.04
HDDV7	0.08	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
HDDV8A	0.13	0.13	0.12	0.11	0.10	0.10	0.09	0.09	0.08	0.08	0.08	0.08	0.08	0.08	0.08
HDDV8B	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.09	0.08	0.08	0.08	0.08	0.08	0.08	0.08
HDGB	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
HDDBT	0.66	0.35	0.14	0.14	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.09	0.09
HDDBS	0.11	0.10	0.09	0.09	0.08	0.07	0.07	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05
MC	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04

Note: This table should be used for the following Counties in NYSDOT Regions:
All counties in Region 10 and 11 and Rockland and Westchester counties in Region 8.

Table C2 - MOBILE6 PM2.5 Non-Idle Emission Factors (g/mi)

Analysis Year

Veh. Type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
LDGV	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
LDGT1	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
LDGT2	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
LDGT3	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
LDGT4	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
HDGV2B	0.07	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.04	0.03	0.03	0.03	0.03	0.02
HDGV3	0.08	0.08	0.07	0.07	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.04	0.04	0.03	0.03	0.03
HDGV4	0.07	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.04	0.04	0.03	0.03	0.03	0.03
HDGV5	0.09	0.09	0.08	0.08	0.08	0.07	0.07	0.07	0.06	0.06	0.05	0.04	0.04	0.04	0.04	0.04
HDGV6	0.09	0.09	0.09	0.10	0.10	0.09	0.09	0.09	0.09	0.08	0.08	0.05	0.05	0.05	0.04	0.04
HDGV7	0.09	0.08	0.08	0.09	0.09	0.08	0.08	0.08	0.08	0.07	0.07	0.05	0.05	0.04	0.04	0.04
HDGV8A	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.10	0.10	0.10	0.10	0.06	0.06	0.06	0.05	0.05
LDDV	0.27	0.26	0.25	0.23	0.21	0.18	0.16	0.14	0.13	0.11	0.11	0.10	0.10	0.09	0.09	0.08
LDDT12	0.17	0.16	0.15	0.14	0.13	0.12	0.10	0.09	0.07	0.06	0.05	0.05	0.04	0.04	0.03	0.03
LDDT34	0.16	0.15	0.14	0.13	0.13	0.11	0.09	0.08	0.06	0.05	0.05	0.04	0.03	0.03	0.03	0.02
HDDV2B	0.21	0.18	0.17	0.16	0.15	0.13	0.11	0.11	0.09	0.07	0.06	0.05	0.05	0.04	0.04	0.03
HDDV3	0.18	0.17	0.15	0.15	0.14	0.13	0.11	0.10	0.09	0.07	0.06	0.05	0.05	0.04	0.04	0.03
HDDV4	0.16	0.15	0.14	0.13	0.13	0.12	0.10	0.09	0.08	0.07	0.06	0.05	0.05	0.04	0.04	0.03
HDDV5	0.23	0.19	0.18	0.16	0.15	0.14	0.12	0.11	0.09	0.08	0.07	0.06	0.05	0.05	0.04	0.04
HDDV6	0.44	0.38	0.35	0.32	0.29	0.27	0.23	0.21	0.19	0.16	0.13	0.11	0.09	0.08	0.07	0.06
HDDV7	0.45	0.39	0.35	0.32	0.30	0.27	0.23	0.21	0.18	0.16	0.13	0.11	0.09	0.08	0.07	0.06
HDDV8A	0.77	0.68	0.61	0.55	0.50	0.46	0.38	0.35	0.30	0.25	0.21	0.19	0.16	0.14	0.12	0.10
HDDV8B	0.69	0.54	0.46	0.41	0.39	0.36	0.31	0.29	0.24	0.19	0.15	0.13	0.11	0.10	0.09	0.07
HDGB	0.09	0.08	0.07	0.08	0.08	0.08	0.07	0.07	0.07	0.07	0.06	0.05	0.05	0.04	0.04	0.04
HDDBT	1.46	1.31	1.58	1.53	1.49	1.45	1.35	1.29	1.24	1.21	1.15	1.06	0.85	0.81	0.61	0.66
HDDBS	1.72	1.58	1.31	0.95	0.84	0.73	0.57	0.47	0.39	0.29	0.21	0.16	0.13	0.12	0.11	0.09
MC	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

Note: This table should be used for the following Counties in NYSDOT Regions:
All counties in Region 10 and 11 and Rockland and Westchester counties in Region 8.

Table C2 - MOBILE6 PM2.5 Non-Idle Emission Factors (g/mi)

Analysis Year

Veh. Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
LDGV	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
LDGT1	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
LDGT2	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
LDGT3	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
LDGT4	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
HDGV2B	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDGV3	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDGV4	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDGV5	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02
HDGV6	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
HDGV7	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
HDGV8A	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
LDDV	0.08	0.08	0.07	0.07	0.07	0.06	0.06	0.05	0.04	0.03	0.03	0.02	0.02	0.02	0.02
LDDT12	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
LDDT34	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDDV2B	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDDV3	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDDV4	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDDV5	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
HDDV6	0.05	0.05	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
HDDV7	0.06	0.05	0.05	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
HDDV8A	0.09	0.09	0.08	0.07	0.07	0.06	0.06	0.05	0.05	0.05	0.04	0.04	0.04	0.04	0.04
HDDV8B	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04
HDGB	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
HDDBT	0.59	0.30	0.11	0.11	0.09	0.08	0.08	0.08	0.08	0.08	0.08	0.07	0.07	0.07	0.07
HDDBS	0.08	0.08	0.07	0.07	0.06	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
MC	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

Note: This table should be used for the following Counties in NYSDOT Regions:
All counties in Region 10 and 11 and Rockland and Westchester counties in Region 8.

Table C3 - MOBILE6 PM10 Idle Emission Factors (g/hour)

Analysis Year

Veh. Type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
LDGV	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT1	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT2	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT3	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT4	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV2B	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV3	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV4	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV5	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV6	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV7	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV8A	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDV	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDT12	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDT34	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDDV2B	1.68	1.52	1.41	1.33	1.26	1.19	1.15	1.11	1.08	1.05	1.04	1.02	1.01	1.01	1.01	1.01
HDDV3	1.50	1.37	1.30	1.25	1.19	1.14	1.11	1.08	1.05	1.04	1.03	1.02	1.01	1.01	1.01	1.01
HDDV4	1.35	1.25	1.21	1.17	1.12	1.09	1.07	1.05	1.03	1.02	1.02	1.01	1.01	1.01	1.01	1.01
HDDV5	1.87	1.61	1.47	1.38	1.31	1.24	1.20	1.15	1.12	1.09	1.06	1.05	1.03	1.02	1.02	1.01
HDDV6	1.78	1.60	1.50	1.42	1.33	1.28	1.22	1.16	1.13	1.10	1.08	1.07	1.04	1.03	1.03	1.01
HDDV7	1.81	1.63	1.50	1.43	1.33	1.26	1.20	1.14	1.11	1.08	1.06	1.04	1.03	1.02	1.02	1.01
HDDV8A	2.25	2.05	1.89	1.74	1.62	1.51	1.42	1.33	1.27	1.21	1.17	1.13	1.08	1.06	1.05	1.03
HDDV8B	2.06	1.72	1.54	1.42	1.36	1.30	1.24	1.20	1.16	1.13	1.10	1.08	1.05	1.04	1.03	1.02
HDGB	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDDBT	2.81	2.58	3.14	3.06	2.95	2.88	2.79	2.72	2.66	2.57	2.48	2.36	1.75	1.70	1.64	1.29
HDDBS	3.25	3.03	2.55	1.95	1.70	1.54	1.42	1.28	1.19	1.13	1.08	1.04	1.03	1.02	1.01	1.01
MC	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Note: This table should be used for the following Counties in NYSDOT Regions:
All counties in Region 10 and 11 and Rockland and Westchester counties in Region 8.

The dashed lines mean that MOBILE6.2 does not provide idle emission factors for those vehicles and a value of zero should be assumed per recommendation by US EPA (July 2004).

Table C3 - MOBILE6 PM10 Idle Emission Factors (g/hour)

Analysis Year

Veh. Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
LDGV	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT1	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT2	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT3	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT4	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV2B	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV3	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV4	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV5	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV6	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV7	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV8A	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDV	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDT12	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDT34	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDDV2B	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDDV3	1.01	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDDV4	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDDV5	1.01	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDDV6	1.01	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDDV7	1.01	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDDV8A	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDDV8B	1.02	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDGB	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDDBT	1.26	1.22	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HDDBS	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MC	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Note: This table should be used for the following Counties in NYSDOT Regions:
All counties in Region 10 and 11 and Rockland and Westchester counties in Region 8.

The dashed lines mean that MOBILE6.2 does not provide idle emission factors for those vehicles and a value of zero should be assumed per recommendation by US EPA (July 2004).

Table C4 - MOBILE6 PM2.5 Idle Emission Factors (g/hour)

Analysis Year

Veh. Type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
LDGV	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT1	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT2	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT3	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT4	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV2B	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV3	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV4	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV5	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV6	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV7	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV8A	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDV	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDT12	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDT34	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDDV2B	1.54	1.40	1.30	1.22	1.16	1.09	1.06	1.02	0.99	0.97	0.95	0.94	0.93	0.93	0.93	0.93
HDDV3	1.38	1.26	1.20	1.15	1.10	1.05	1.02	0.99	0.97	0.96	0.94	0.94	0.93	0.93	0.93	0.93
HDDV4	1.24	1.15	1.11	1.08	1.03	1.00	0.98	0.96	0.95	0.94	0.94	0.93	0.93	0.93	0.93	0.93
HDDV5	1.72	1.48	1.36	1.27	1.20	1.14	1.10	1.06	1.03	1.00	0.98	0.96	0.95	0.94	0.94	0.93
HDDV6	1.63	1.47	1.38	1.31	1.22	1.18	1.12	1.07	1.04	1.02	0.99	0.98	0.95	0.95	0.94	0.93
HDDV7	1.67	1.50	1.38	1.31	1.22	1.16	1.10	1.05	1.02	0.99	0.97	0.96	0.94	0.94	0.93	0.93
HDDV8A	2.07	1.89	1.74	1.61	1.49	1.39	1.30	1.23	1.17	1.11	1.07	1.04	0.99	0.98	0.97	0.94
HDDV8B	1.90	1.59	1.42	1.30	1.25	1.20	1.14	1.10	1.07	1.04	1.01	1.00	0.96	0.96	0.95	0.94
HDGB	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDDBT	2.59	2.38	2.89	2.82	2.72	2.65	2.57	2.50	2.44	2.37	2.29	2.17	1.61	1.56	1.51	1.18
HDDBS	2.99	2.79	2.34	1.79	1.57	1.42	1.30	1.18	1.09	1.04	0.99	0.96	0.94	0.94	0.93	0.93
MC	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Note: This table should be used for the following Counties in NYSDOT Regions:
All counties in Region 10 and 11 and Rockland and Westchester counties in Region 8.

The dashed lines mean that MOBILE6.2 does not provide idle emission factors for those vehicles and a value of zero should be assumed per recommendation by US EPA (July 2004).

Table C4 - MOBILE6 PM2.5 Idle Emission Factors (g/hour)

Analysis Year

Veh. Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
LDGV	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT1	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT2	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT3	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDGT4	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV2B	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV3	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV4	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV5	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV6	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV7	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDGV8A	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDV	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDT12	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
LDDT34	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDDV2B	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDDV3	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDDV4	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDDV5	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDDV6	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDDV7	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDDV8A	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDDV8B	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDGB	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
HDDBT	1.16	1.13	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
HDDBS	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
MC	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Note: This table should be used for the following Counties in NYSDOT Regions:
All counties in Region 10 and 11 and Rockland and Westchester counties in Region 8.

The dashed lines mean that MOBILE6.2 does not provide idle emission factors for those vehicles and a value of zero should be assumed per recommendation by US EPA (July 2004).

2015 CO PM Peak No-Build	S1 Listed Speed	E1 Listed Emission	S2 Listed Speed	E2 Listed Emission	S3 Speed (mph) Surveyed	E3 Calculated CO (g/mile)
	20	3.77	25	3.47	**20.57**	**3.736**
	5	8.43	10	5.32	**3.11**	**9.606**
	5	8.43	10	5.32	**7.69**	**6.757**
	10	5.32	15	4.3	**14.56**	**4.390**
	15	4.3	20	3.77	**16.84**	**4.105**
	10	5.32	15	4.3	**10.13**	**5.293**
	5	8.43	10	5.32	**7.31**	**6.993**
	25	3.47	30	3.36	**25.96**	**3.449**
	25	3.47	30	3.36	**31.92**	**3.318**
	25	3.47	30	3.36	**32.18**	**3.312**
	25	3.47	30	3.36	**29.46**	**3.372**
	5	8.43	10	5.32	**7.5**	**6.875**
	20	3.77	25	3.47	**21.73**	**3.666**
	15	4.3	20	3.77	**17.94**	**3.988**
	25	3.47	30	3.36	**26.49**	**3.437**
	20	3.77	25	3.47	**20.73**	**3.726**
	20	3.77	25	3.47	**21.15**	**3.701**
	20	3.77	25	3.47	**24.62**	**3.493**
	25	3.47	30	3.36	**30.24**	**3.355**
	5	8.43	10	5.32	**4.93**	**8.474**
	25	3.47	30	3.36	**32.36**	**3.308**
	5	8.43	10	5.32	**5.89**	**7.876**
	10	5.32	15	4.3	**13.91**	**4.522**
	5	8.43	10	5.32	**8.84**	**6.042**
	5	8.43	10	5.32	**3.16**	**9.574**
	25	3.47	30	3.36	**25.23**	**3.465**
	15	4.3	20	3.77	**19.35**	**3.839**
	20	3.77	25	3.47	**22.40**	**3.626**

2015 CO PM Peak Build	S1 Listed Speed	E1 Listed Emission	S2 Listed Speed	E2 Listed Emission	S3 Speed (mph) Surveyed	E3 Calculated CO (g/mile)
	20	3.77	25	3.47	**20.57**	**3.736**
	5	8.43	10	5.32	**4.93**	**8.474**
	5	8.43	10	5.32	**3.54**	**9.338**
	5	8.43	10	5.32	**9.63**	**5.550**
	15	4.3	20	3.77	**16.29**	**4.163**
	5	8.43	10	5.32	**4.97**	**8.449**
	5	8.43	10	5.32	**7.17**	**7.080**
	25	3.47	30	3.36	**25.96**	**3.449**
	25	3.47	30	3.36	**27.67**	**3.411**
	25	3.47	30	3.36	**30.44**	**3.350**
	25	3.47	30	3.36	**27.45**	**3.416**
	5	8.43	10	5.32	**6.03**	**7.789**
	20	3.77	25	3.47	**21.7**	**3.668**
	15	4.3	20	3.77	**17.84**	**3.999**
	25	3.47	30	3.36	**25.15**	**3.467**
	20	3.77	25	3.47	**17.43**	**3.924**
	20	3.77	25	3.47	**21.15**	**3.701**
	20	3.77	25	3.47	**24.21**	**3.517**
	25	3.47	30	3.36	**30.24**	**3.355**
	5	8.43	10	5.32	**4.83**	**8.536**
	25	3.47	30	3.36	**32.29**	**3.310**
	5	8.43	10	5.32	**8.78**	**6.079**
	10	5.32	15	4.3	**13.43**	**4.620**
	5	8.43	10	5.32	**8.61**	**6.185**
	5	8.43	10	5.32	**0.92**	**10.968**
	25	3.47	30	3.36	**25.24**	**3.465**
	15	4.3	20	3.77	**23.12**	**3.439**
	20	3.77	25	3.47	**22.40**	**3.626**

2015 CO AM Peak No-Build	S1 Listed Speed	E1 Listed Emission	S2 Listed Speed	E2 Listed Emission	S3 Speed (mph) Surveyed	E3 Calculated CO (g/mile)
	20	3.77	25	3.47	**21.37**	**3.688**
	5	8.43	10	5.32	**4.69**	**8.623**
	15	4.3	20	3.77	**17.91**	**3.992**
	30	3.36	35	3.38	**34.31**	**3.377**
	20	3.77	25	3.47	**20.28**	**3.753**
	15	4.3	20	3.77	**17.72**	**4.012**
	10	5.32	15	4.3	**13.06**	**4.696**
	25	3.47	30	3.36	**25.96**	**3.449**
	20	3.77	25	3.47	**22.32**	**3.631**
	20	3.77	25	3.47	**23.27**	**3.574**
	20	3.77	25	3.47	**21.05**	**3.707**
	10	5.32	15	4.3	**10.90**	**5.136**
	20	3.77	25	3.47	**20.82**	**3.721**
	20	3.77	25	3.47	**27.54**	**3.318**
	25	3.47	30	3.36	**28.71**	**3.388**
	25	3.47	30	3.36	**25.50**	**3.459**
	25	3.47	30	3.36	**28.20**	**3.400**
	10	5.32	15	4.3	**13.34**	**4.639**
	15	4.3	20	3.77	**16.49**	**4.142**
	5	8.43	10	5.32	**9.05**	**5.911**
	20	3.77	25	3.47	**23.65**	**3.551**
	5	8.43	10	5.32	**5.00**	**8.430**
	20	3.77	25	3.47	**22.83**	**3.600**
	20	3.77	25	3.47	**21.92**	**3.655**
	5	8.43	10	5.32	**3.02**	**9.662**
	5	8.43	10	5.32	**9.12**	**5.867**
	25	3.47	30	3.36	**29.16**	**3.378**
	20	3.77	25	3.47	**22.40**	**3.626**

2015 CO AM Peak Build	S1 Listed Speed	E1 Listed Emission	S2 Listed Speed	E2 Listed Emission	S3 Speed (mph) Surveyed	E3 Calculated CO (g/mile)
	20	3.77	25	3.47	**21.37**	**3.688**
	5	8.43	10	5.32	**5.56**	**8.082**
	15	4.3	20	3.77	**16.14**	**4.179**
	30	3.36	35	3.38	**32.54**	**3.370**
	15	4.3	20	3.77	**19.94**	**3.776**
	15	4.3	20	3.77	**15.03**	**4.297**
	10	5.32	15	4.3	**13.02**	**4.704**
	25	3.47	30	3.36	**25.96**	**3.449**
	20	3.77	25	3.47	**22.00**	**3.650**
	20	3.77	25	3.47	**22.55**	**3.617**
	20	3.77	25	3.47	**20.11**	**3.763**
	5	8.43	10	5.32	**7.54**	**6.850**
	20	3.77	25	3.47	**20.82**	**3.721**
	20	3.77	25	3.47	**27.54**	**3.318**
	25	3.47	30	3.36	**28.29**	**3.398**
	20	3.77	25	3.47	**24.20**	**3.518**
	25	3.47	30	3.36	**28.20**	**3.400**
	10	5.32	15	4.3	**13.25**	**4.657**
	15	4.3	20	3.77	**16.49**	**4.142**
	5	8.43	10	5.32	**8.65**	**6.160**
	20	3.77	25	3.47	**23.56**	**3.556**
	5	8.43	10	5.32	**10.66**	**4.909**
	20	3.77	25	3.47	**21.69**	**3.669**
	20	3.77	25	3.47	**21.92**	**3.655**
	5	8.43	10	5.32	**3.00**	**9.674**
	5	8.43	10	5.32	**4.77**	**8.573**
	25	3.47	30	3.36	**29.56**	**3.370**
	25	3.47	30	3.36	**27.14**	**3.423**

2005 CO	S1 Listed Speed	E1 Listed Emission	S2 Listed Speed	E2 Listed Emission	S3 Speed (mph) Surveyed	E3 Calculated CO (g/mile)
	5	17.22	10	10.69	**8.42**	**12.753**
	5	17.22	10	10.69	**3.81**	**18.774**
	10	10.69	15	8.63	**11.6**	**10.031**
	15	8.63	20	7.54	**16.01**	**8.410**
	15	8.63	20	7.54	**17.51**	**8.083**
	10	10.69	15	8.63	**10.99**	**10.282**
	5	17.22	10	10.69	**7.47**	**13.994**
	25	6.94	30	6.67	**25.96**	**6.888**
	30	6.67	35	6.7	**34.31**	**6.696**
	30	6.67	35	6.7	**33.03**	**6.688**
	30	6.67	35	6.7	**30.97**	**6.676**
	5	17.22	10	10.69	**9.86**	**10.873**
	20	7.54	25	6.94	**21.88**	**7.314**
	15	8.63	20	7.54	**18.28**	**7.915**
	25	6.94	30	6.67	**26.91**	**6.837**
	20	7.54	25	6.94	**22.51**	**7.239**
	20	7.54	25	6.94	**21.15**	**7.402**
	25	6.94	30	6.67	**25.35**	**6.921**
	30	6.67	35	6.7	**30.24**	**6.671**
	5	17.22	10	10.69	**5.15**	**17.024**
	30	6.67	35	6.7	**32.81**	**6.687**
	5	17.22	10	10.69	**6.52**	**15.235**
	25	6.94	30	6.67	**25.87**	**6.893**
	10	10.69	15	8.63	**14.52**	**8.828**
	5	17.22	10	10.69	**8.99**	**12.009**
	5	17.22	10	10.69	**4.81**	**17.468**
	25	6.94	30	6.67	**26.31**	**6.869**
	20	7.54	25	6.94	**21.77**	**7.328**

2005 CO	S1 Listed Speed	E1 Listed Emission	S2 Listed Speed	E2 Listed Emission	S3 Speed (mph) Surveyed	E3 Calculated CO (g/mile)
	25	6.94	30	6.67	**26.32**	**6.869**
	5	17.22	10	10.69	**4.76**	**17.533**
	15	8.63	20	7.54	**18.56**	**7.854**
	30	6.67	35	6.7	**35.1**	**6.701**
	20	7.54	25	6.94	**21.01**	**7.419**
	15	8.63	20	7.54	**18.68**	**7.828**
	10	10.69	15	8.63	**13.28**	**9.339**
	25	6.94	30	6.67	**25.96**	**6.888**
	20	7.54	25	6.94	**22.88**	**7.194**
	20	7.54	25	6.94	**23.59**	**7.109**
	20	7.54	25	6.94	**21.68**	**7.338**
	20	7.54	25	6.94	**24.4**	**7.012**
	20	7.54	25	6.94	**20.93**	**7.428**
	25	6.94	30	6.67	**28.72**	**6.739**
	25	6.94	30	6.67	**28.83**	**6.733**
	25	6.94	30	6.67	**26.26**	**6.872**
	25	6.94	30	6.67	**28.2**	**6.767**
	10	10.69	15	8.63	**13.65**	**9.186**
	15	8.63	20	7.54	**16.49**	**8.305**
	10	10.69	15	8.63	**10.3**	**10.566**
	20	7.54	25	6.94	**24.18**	**7.038**
	5	17.22	10	10.69	**7.61**	**13.811**
	30	6.67	35	6.7	**31.84**	**6.681**
	20	7.54	25	6.94	**24.68**	**6.978**
	5	17.22	10	10.69	**3.06**	**19.754**
	10	10.69	15	8.63	**10.71**	**10.397**
	25	6.94	30	6.67	**29.94**	**6.673**
	25	6.94	30	6.67	**25.78**	**6.898**

Stapleton Project - PM2.5 Emission (grams/hour) Calculation for Year 2015 at 0 mph (Idle)

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT November 2004 PM2.5 Factor Table C4 (For All Region 11)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	PM-2.5 Emission Factor
Car	63.23%	LDGV	0.00	64.86%	63.02%	0.000
LT Truck (G & D)	26.87%	LDGT1	0.00	4.80%	6.11%	0.000
		LDGT2	0.00	16.15%	20.56%	0.000
Med. Truck (G&D)	4.21%	LDGT3	0.00	5.75%	2.78%	0.000
		LDGT4	0.00	2.61%	1.26%	0.000
H. Truck - All	1.75%	HDGV2B	0.00	0.70%	0.31%	0.000
(Gas & Diesel)		HDGV3	0.00	0.26%	0.11%	0.000
		HDGV4	0.00	0.15%	0.07%	0.000
		HDGV5	0.00	0.19%	0.08%	0.000
		HDGV6	0.00	0.16%	0.07%	0.000
		HDGV7	0.00	0.15%	0.07%	0.000
		HDGV8A	0.00	0.27%	0.12%	0.000
		LDDV	0.00	0.22%	0.21%	0.000
		LDDT12	0.00	0.16%	0.20%	0.000
		LDDT34	0.00	0.34%	0.16%	0.000
		HDDV2B	0.93	0.08%	0.04%	0.000
		HDDV3	0.93	0.09%	0.04%	0.000
		HDDV4	0.93	0.11%	0.05%	0.000
		HDDV5	0.93	0.16%	0.07%	0.001
		HDDV6	0.93	0.19%	0.08%	0.001
		HDDV7	0.93	0.28%	0.12%	0.001
		HDDV8A	0.94	0.52%	0.23%	0.002
		HDDV8B	0.94	0.68%	0.30%	0.003
Bus	3.94%	HDGB	0.00	0.17%	0.60%	0.000
		HDDBT	1.18	0.43%	1.51%	0.018
		HDDBS	0.93	0.52%	1.83%	0.017
MC	0.00%	MC	0.00	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**0.044**

Stapleton Project - PM2.5 Emission (grams/mile) Calculation for Year 2015 at Non-Idle

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT November 2004 PM2.5 Factor Table C2 (For All Region 11)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	PM-2.5 Emission Factor
Car	63.23%	LDGV	0.01	64.86%	63.02%	0.006
LT Truck (G & D)	26.87%	LDGT1	0.01	4.80%	6.11%	0.001
		LDGT2	0.01	16.15%	20.56%	0.002
Med. Truck (G&D)	4.21%	LDGT3	0.01	5.75%	2.78%	0.000
		LDGT4	0.01	2.61%	1.26%	0.000
H. Truck - All	1.75%	HDGV2B	0.02	0.70%	0.31%	0.000
(Gas & Diesel)		HDGV3	0.03	0.26%	0.11%	0.000
		HDGV4	0.03	0.15%	0.07%	0.000
		HDGV5	0.04	0.19%	0.08%	0.000
		HDGV6	0.04	0.16%	0.07%	0.000
		HDGV7	0.04	0.15%	0.07%	0.000
		HDGV8A	0.05	0.27%	0.12%	0.000
		LDDV	0.08	0.22%	0.21%	0.000
		LDDT12	0.03	0.16%	0.20%	0.000
		LDDT34	0.02	0.34%	0.16%	0.000
		HDDV2B	0.03	0.08%	0.04%	0.000
		HDDV3	0.03	0.09%	0.04%	0.000
		HDDV4	0.03	0.11%	0.05%	0.000
		HDDV5	0.04	0.16%	0.07%	0.000
		HDDV6	0.06	0.19%	0.08%	0.000
		HDDV7	0.06	0.28%	0.12%	0.000
		HDDV8A	0.10	0.52%	0.23%	0.000
		HDDV8B	0.07	0.68%	0.30%	0.000
Bus	3.94%	HDGB	0.04	0.17%	0.60%	0.000
		HDDBT	0.66	0.43%	1.51%	0.010
		HDDBS	0.09	0.52%	1.83%	0.002
MC	0.00%	MC	0.02	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**0.022**

Stapleton Project - PM10 Emission (grams/hour) Calculation for Year 2015 at 0 mph (Idle)

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT November 2004 PM10 Factor Table C3 (For All Region 11)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	PM-10 Emission Factor
Car	63.23%	LDGV	0.00	64.86%	63.02%	0.000
LT Truck (G & D)	26.87%	LDGT1	0.00	4.80%	6.11%	0.000
		LDGT2	0.00	16.15%	20.56%	0.000
Med. Truck (G&D)	4.21%	LDGT3	0.00	5.75%	2.78%	0.000
		LDGT4	0.00	2.61%	1.26%	0.000
H. Truck - All	1.75%	HDGV2B	0.00	0.70%	0.31%	0.000
(Gas & Diesel)		HDGV3	0.00	0.26%	0.11%	0.000
		HDGV4	0.00	0.15%	0.07%	0.000
		HDGV5	0.00	0.19%	0.08%	0.000
		HDGV6	0.00	0.16%	0.07%	0.000
		HDGV7	0.00	0.15%	0.07%	0.000
		HDGV8A	0.00	0.27%	0.12%	0.000
		LDDV	0.00	0.22%	0.21%	0.000
		LDDT12	0.00	0.16%	0.20%	0.000
		LDDT34	0.00	0.34%	0.16%	0.000
		HDDV2B	1.01	0.08%	0.04%	0.000
		HDDV3	1.01	0.09%	0.04%	0.000
		HDDV4	1.01	0.11%	0.05%	0.000
		HDDV5	1.01	0.16%	0.07%	0.001
		HDDV6	1.01	0.19%	0.08%	0.001
		HDDV7	1.01	0.28%	0.12%	0.001
		HDDV8A	1.03	0.52%	0.23%	0.002
		HDDV8B	1.02	0.68%	0.30%	0.003
Bus	3.94%	HDGB	0.00	0.17%	0.60%	0.000
		HDDBT	1.29	0.43%	1.51%	0.020
		HDDBS	1.01	0.52%	1.83%	0.018
MC	0.00%	MC	0.00	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**0.047**

Stapleton Project - PM10 Emission (grams/mile) Calculation for Year 2015 at Non-Idle

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT November 2004 PM10 Factor Table C1 (For All Region 11)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	PM-10 Emission Factor
Car	63.23%	LDGV	0.02	64.86%	63.02%	0.013
LT Truck (G & D)	26.87%	LDGT1	0.02	4.80%	6.11%	0.001
		LDGT2	0.02	16.15%	20.56%	0.004
Med. Truck (G&D)	4.21%	LDGT3	0.02	5.75%	2.78%	0.001
		LDGT4	0.02	2.61%	1.26%	0.000
H. Truck - All	1.75%	HDGV2B	0.04	0.70%	0.31%	0.000
(Gas & Diesel)		HDGV3	0.05	0.26%	0.11%	0.000
		HDGV4	0.05	0.15%	0.07%	0.000
		HDGV5	0.06	0.19%	0.08%	0.000
		HDGV6	0.06	0.16%	0.07%	0.000
		HDGV7	0.06	0.15%	0.07%	0.000
		HDGV8A	0.09	0.27%	0.12%	0.000
		LDDV	0.10	0.22%	0.21%	0.000
		LDDT12	0.04	0.16%	0.20%	0.000
		LDDT34	0.04	0.34%	0.16%	0.000
		HDDV2B	0.05	0.08%	0.04%	0.000
		HDDV3	0.05	0.09%	0.04%	0.000
		HDDV4	0.05	0.11%	0.05%	0.000
		HDDV5	0.05	0.16%	0.07%	0.000
		HDDV6	0.08	0.19%	0.08%	0.000
		HDDV7	0.08	0.28%	0.12%	0.000
		HDDV8A	0.14	0.52%	0.23%	0.000
		HDDV8B	0.11	0.68%	0.30%	0.000
Bus	3.94%	HDGB	0.06	0.17%	0.60%	0.000
		HDDBT	0.73	0.43%	1.51%	0.011
		HDDBS	0.12	0.52%	1.83%	0.002
MC	0.00%	MC	0.04	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**0.034**

StapletonProject - CO Emission (grams/hour) Calculation for Year 2015 at 0 mph (Queue)

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	37.63	64.86%	63.02%	23.713
LT Truck (G & D)	26.87%	LDGT1	32.05	4.80%	6.11%	1.958
		LDGT2	33.80	16.15%	20.56%	6.948
Med. Truck (G&D)	4.21%	LDGT3	31.50	5.75%	2.78%	0.876
		LDGT4	31.97	2.61%	1.26%	0.404
H. Truck - All	1.75%	HDGV2B	77.13	0.70%	0.31%	0.237
(Gas & Diesel)		HDGV3	96.20	0.26%	0.11%	0.110
		HDGV4	93.60	0.15%	0.07%	0.062
		HDGV5	115.00	0.19%	0.08%	0.096
		HDGV6	119.35	0.16%	0.07%	0.084
		HDGV7	129.03	0.15%	0.07%	0.085
		HDGV8A	142.80	0.27%	0.12%	0.169
		LDDV	9.13	0.22%	0.21%	0.020
		LDDT12	2.82	0.16%	0.20%	0.006
		LDDT34	3.20	0.34%	0.16%	0.005
		HDDV2B	2.97	0.08%	0.04%	0.001
		HDDV3	3.31	0.09%	0.04%	0.001
		HDDV4	3.32	0.11%	0.05%	0.002
		HDDV5	4.47	0.16%	0.07%	0.003
		HDDV6	5.31	0.19%	0.08%	0.004
		HDDV7	6.80	0.28%	0.12%	0.008
		HDDV8A	11.81	0.52%	0.23%	0.027
		HDDV8B	8.90	0.68%	0.30%	0.027
Bus	3.94%	HDGB	181.10	0.17%	0.60%	1.083
		HDDBT	39.26	0.43%	1.51%	0.594
		HDDBS	12.05	0.52%	1.83%	0.220
MC	0.00%	MC	231.56	0.00%	0.00%	0.000
Total	100.00%			100.00%	100.00%	**36.742**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 5 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	8.27	64.86%	63.02%	5.211
LT Truck (G & D)	26.87%	LDGT1	7.26	4.80%	6.11%	0.444
		LDGT2	7.64	16.15%	20.56%	1.571
Med. Truck (G&D)	4.21%	LDGT3	7.11	5.75%	2.78%	0.198
		LDGT4	7.22	2.61%	1.26%	0.091
H. Truck - All	1.75%	HDGV2B	24.65	0.70%	0.31%	0.076
(Gas & Diesel)		HDGV3	30.74	0.26%	0.11%	0.035
		HDGV4	29.91	0.15%	0.07%	0.020
		HDGV5	36.75	0.19%	0.08%	0.031
		HDGV6	38.15	0.16%	0.07%	0.027
		HDGV7	41.24	0.15%	0.07%	0.027
		HDGV8A	45.64	0.27%	0.12%	0.054
		LDDV	2.98	0.22%	0.21%	0.006
		LDDT12	0.92	0.16%	0.20%	0.002
		LDDT34	1.04	0.34%	0.16%	0.002
		HDDV2B	0.97	0.08%	0.04%	0.000
		HDDV3	1.08	0.09%	0.04%	0.000
		HDDV4	1.08	0.11%	0.05%	0.001
		HDDV5	1.46	0.16%	0.07%	0.001
		HDDV6	1.74	0.19%	0.08%	0.001
		HDDV7	2.22	0.28%	0.12%	0.003
		HDDV8A	3.85	0.52%	0.23%	0.009
		HDDV8B	2.91	0.68%	0.30%	0.009
Bus	3.94%	HDGB	57.88	0.17%	0.60%	0.346
		HDDBT	12.82	0.43%	1.51%	0.194
		HDDBS	3.93	0.52%	1.83%	0.072
MC	0.00%	MC	53.36	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**8.429**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 10 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	5.14	64.86%	63.02%	3.239
LT Truck (G & D)	26.87%	LDGT1	4.61	4.80%	6.11%	0.282
		LDGT2	4.85	16.15%	20.56%	0.997
Med. Truck (G&D)	4.21%	LDGT3	4.51	5.75%	2.78%	0.125
		LDGT4	4.58	2.61%	1.26%	0.058
H. Truck - All	1.75%	HDGV2B	16.40	0.70%	0.31%	0.050
(Gas & Diesel)		HDGV3	20.45	0.26%	0.11%	0.023
		HDGV4	19.90	0.15%	0.07%	0.013
		HDGV5	24.45	0.19%	0.08%	0.020
		HDGV6	25.38	0.16%	0.07%	0.018
		HDGV7	27.44	0.15%	0.07%	0.018
		HDGV8A	30.36	0.27%	0.12%	0.036
		LDDV	2.06	0.22%	0.21%	0.004
		LDDT12	0.64	0.16%	0.20%	0.001
		LDDT34	0.72	0.34%	0.16%	0.001
		HDDV2B	0.67	0.08%	0.04%	0.000
		HDDV3	0.74	0.09%	0.04%	0.000
		HDDV4	0.75	0.11%	0.05%	0.000
		HDDV5	1.01	0.16%	0.07%	0.001
		HDDV6	1.20	0.19%	0.08%	0.001
		HDDV7	1.53	0.28%	0.12%	0.002
		HDDV8A	2.66	0.52%	0.23%	0.006
		HDDV8B	2.00	0.68%	0.30%	0.006
Bus	3.94%	HDGB	38.51	0.17%	0.60%	0.230
		HDDBT	8.84	0.43%	1.51%	0.134
		HDDBS	2.71	0.52%	1.83%	0.050
MC	0.00%	MC	25.64	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**5.317**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 15 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	4.22	64.86%	63.02%	2.659
LT Truck (G & D)	26.87%	LDGT1	3.79	4.80%	6.11%	0.232
		LDGT2	3.99	16.15%	20.56%	0.820
Med. Truck (G&D)	4.21%	LDGT3	3.72	5.75%	2.78%	0.104
		LDGT4	3.78	2.61%	1.26%	0.048
H. Truck - All	1.75%	HDGV2B	11.53	0.70%	0.31%	0.035
(Gas & Diesel)		HDGV3	14.38	0.26%	0.11%	0.016
		HDGV4	13.99	0.15%	0.07%	0.009
		HDGV5	17.19	0.19%	0.08%	0.014
		HDGV6	17.84	0.16%	0.07%	0.013
		HDGV7	19.29	0.15%	0.07%	0.013
		HDGV8A	21.34	0.27%	0.12%	0.025
		LDDV	1.48	0.22%	0.21%	0.003
		LDDT12	0.46	0.16%	0.20%	0.001
		LDDT34	0.52	0.34%	0.16%	0.001
		HDDV2B	0.48	0.08%	0.04%	0.000
		HDDV3	0.54	0.09%	0.04%	0.000
		HDDV4	0.54	0.11%	0.05%	0.000
		HDDV5	0.73	0.16%	0.07%	0.001
		HDDV6	0.86	0.19%	0.08%	0.001
		HDDV7	1.10	0.28%	0.12%	0.001
		HDDV8A	1.92	0.52%	0.23%	0.004
		HDDV8B	1.45	0.68%	0.30%	0.004
Bus	3.94%	HDGB	27.07	0.17%	0.60%	0.162
		HDDBT	6.38	0.43%	1.51%	0.097
		HDDBS	1.96	0.52%	1.83%	0.036
MC	0.00%	MC	16.65	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**4.299**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 20 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	3.76	64.86%	63.02%	2.369
LT Truck (G & D)	26.87%	LDGT1	3.38	4.80%	6.11%	0.207
		LDGT2	3.56	16.15%	20.56%	0.732
Med. Truck (G&D)	4.21%	LDGT3	3.32	5.75%	2.78%	0.092
		LDGT4	3.37	2.61%	1.26%	0.043
H. Truck - All	1.75%	HDGV2B	8.56	0.70%	0.31%	0.026
(Gas & Diesel)		HDGV3	10.68	0.26%	0.11%	0.012
		HDGV4	10.39	0.15%	0.07%	0.007
		HDGV5	12.76	0.19%	0.08%	0.011
		HDGV6	13.25	0.16%	0.07%	0.009
		HDGV7	14.32	0.15%	0.07%	0.009
		HDGV8A	15.85	0.27%	0.12%	0.019
		LDDV	1.12	0.22%	0.21%	0.002
		LDDT12	0.35	0.16%	0.20%	0.001
		LDDT34	0.39	0.34%	0.16%	0.001
		HDDV2B	0.36	0.08%	0.04%	0.000
		HDDV3	0.41	0.09%	0.04%	0.000
		HDDV4	0.41	0.11%	0.05%	0.000
		HDDV5	0.55	0.16%	0.07%	0.000
		HDDV6	0.65	0.19%	0.08%	0.001
		HDDV7	0.83	0.28%	0.12%	0.001
		HDDV8A	1.45	0.52%	0.23%	0.003
		HDDV8B	1.09	0.68%	0.30%	0.003
Bus	3.94%	HDGB	20.10	0.17%	0.60%	0.120
		HDDBT	4.82	0.43%	1.51%	0.073
		HDDBS	1.48	0.52%	1.83%	0.027
MC	0.00%	MC	12.51	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**3.769**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 25 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	3.51	64.86%	63.02%	2.212
LT Truck (G & D)	26.87%	LDGT1	3.15	4.80%	6.11%	0.192
		LDGT2	3.33	16.15%	20.56%	0.685
Med. Truck (G&D)	4.21%	LDGT3	3.10	5.75%	2.78%	0.086
		LDGT4	3.15	2.61%	1.26%	0.040
H. Truck - All	1.75%	HDGV2B	6.72	0.70%	0.31%	0.021
(Gas & Diesel)		HDGV3	8.38	0.26%	0.11%	0.010
		HDGV4	8.15	0.15%	0.07%	0.005
		HDGV5	10.02	0.19%	0.08%	0.008
		HDGV6	10.40	0.16%	0.07%	0.007
		HDGV7	11.24	0.15%	0.07%	0.007
		HDGV8A	12.44	0.27%	0.12%	0.015
		LDDV	0.89	0.22%	0.21%	0.002
		LDDT12	0.27	0.16%	0.20%	0.001
		LDDT34	0.31	0.34%	0.16%	0.001
		HDDV2B	0.29	0.08%	0.04%	0.000
		HDDV3	0.32	0.09%	0.04%	0.000
		HDDV4	0.32	0.11%	0.05%	0.000
		HDDV5	0.43	0.16%	0.07%	0.000
		HDDV6	0.52	0.19%	0.08%	0.000
		HDDV7	0.66	0.28%	0.12%	0.001
		HDDV8A	1.15	0.52%	0.23%	0.003
		HDDV8B	0.86	0.68%	0.30%	0.003
Bus	3.94%	HDGB	15.77	0.17%	0.60%	0.094
		HDDBT	3.81	0.43%	1.51%	0.058
		HDDBS	1.17	0.52%	1.83%	0.021
MC	0.00%	MC	9.98	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**3.472**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 30 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	3.43	64.86%	63.02%	2.161
LT Truck (G & D)	26.87%	LDGT1	3.08	4.80%	6.11%	0.188
		LDGT2	3.26	16.15%	20.56%	0.670
Med. Truck (G&D)	4.21%	LDGT3	3.03	5.75%	2.78%	0.084
		LDGT4	3.08	2.61%	1.26%	0.039
H. Truck - All	1.75%	HDGV2B	5.57	0.70%	0.31%	0.017
(Gas & Diesel)		HDGV3	6.95	0.26%	0.11%	0.008
		HDGV4	6.76	0.15%	0.07%	0.004
		HDGV5	8.30	0.19%	0.08%	0.007
		HDGV6	8.62	0.16%	0.07%	0.006
		HDGV7	9.32	0.15%	0.07%	0.006
		HDGV8A	10.31	0.27%	0.12%	0.012
		LDDV	0.73	0.22%	0.21%	0.002
		LDDT12	0.23	0.16%	0.20%	0.000
		LDDT34	0.26	0.34%	0.16%	0.000
		HDDV2B	0.24	0.08%	0.04%	0.000
		HDDV3	0.27	0.09%	0.04%	0.000
		HDDV4	0.27	0.11%	0.05%	0.000
		HDDV5	0.36	0.16%	0.07%	0.000
		HDDV6	0.43	0.19%	0.08%	0.000
		HDDV7	0.55	0.28%	0.12%	0.001
		HDDV8A	0.95	0.52%	0.23%	0.002
		HDDV8B	0.71	0.68%	0.30%	0.002
Bus	3.94%	HDGB	13.08	0.17%	0.60%	0.078
		HDDBT	3.15	0.43%	1.51%	0.048
		HDDBS	0.97	0.52%	1.83%	0.018
MC	0.00%	MC	8.14	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**3.356**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 35 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	3.48	64.86%	63.02%	2.193
LT Truck (G & D)	26.87%	LDGT1	3.12	4.80%	6.11%	0.191
		LDGT2	3.31	16.15%	20.56%	0.680
Med. Truck (G&D)	4.21%	LDGT3	3.09	5.75%	2.78%	0.086
		LDGT4	3.14	2.61%	1.26%	0.040
H. Truck - All	1.75%	HDGV2B	4.88	0.70%	0.31%	0.015
(Gas & Diesel)		HDGV3	6.08	0.26%	0.11%	0.007
		HDGV4	5.92	0.15%	0.07%	0.004
		HDGV5	7.27	0.19%	0.08%	0.006
		HDGV6	7.55	0.16%	0.07%	0.005
		HDGV7	8.16	0.15%	0.07%	0.005
		HDGV8A	9.03	0.27%	0.12%	0.011
		LDDV	0.63	0.22%	0.21%	0.001
		LDDT12	0.20	0.16%	0.20%	0.000
		LDDT34	0.22	0.34%	0.16%	0.000
		HDDV2B	0.21	0.08%	0.04%	0.000
		HDDV3	0.23	0.09%	0.04%	0.000
		HDDV4	0.23	0.11%	0.05%	0.000
		HDDV5	0.31	0.16%	0.07%	0.000
		HDDV6	0.37	0.19%	0.08%	0.000
		HDDV7	0.47	0.28%	0.12%	0.001
		HDDV8A	0.82	0.52%	0.23%	0.002
		HDDV8B	0.62	0.68%	0.30%	0.002
Bus	3.94%	HDGB	11.45	0.17%	0.60%	0.068
		HDDBT	2.73	0.43%	1.51%	0.041
		HDDBS	0.84	0.52%	1.83%	0.015
MC	0.00%	MC	6.78	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**3.375**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 40 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	3.78	64.86%	63.02%	2.382
LT Truck (G & D)	26.87%	LDGT1	3.40	4.80%	6.11%	0.208
		LDGT2	3.60	16.15%	20.56%	0.740
Med. Truck (G&D)	4.21%	LDGT3	3.36	5.75%	2.78%	0.093
		LDGT4	3.41	2.61%	1.26%	0.043
H. Truck - All	1.75%	HDGV2B	4.51	0.70%	0.31%	0.014
(Gas & Diesel)		HDGV3	5.63	0.26%	0.11%	0.006
		HDGV4	5.48	0.15%	0.07%	0.004
		HDGV5	6.73	0.19%	0.08%	0.006
		HDGV6	6.99	0.16%	0.07%	0.005
		HDGV7	7.55	0.15%	0.07%	0.005
		HDGV8A	8.36	0.27%	0.12%	0.010
		LDDV	0.57	0.22%	0.21%	0.001
		LDDT12	0.18	0.16%	0.20%	0.000
		LDDT34	0.20	0.34%	0.16%	0.000
		HDDV2B	0.19	0.08%	0.04%	0.000
		HDDV3	0.21	0.09%	0.04%	0.000
		HDDV4	0.21	0.11%	0.05%	0.000
		HDDV5	0.28	0.16%	0.07%	0.000
		HDDV6	0.33	0.19%	0.08%	0.000
		HDDV7	0.43	0.28%	0.12%	0.001
		HDDV8A	0.74	0.52%	0.23%	0.002
		HDDV8B	0.56	0.68%	0.30%	0.002
Bus	3.94%	HDGB	10.60	0.17%	0.60%	0.063
		HDDBT	2.47	0.43%	1.51%	0.037
		HDDBS	0.76	0.52%	1.83%	0.014
MC	0.00%	MC	5.84	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**3.637**

Stapleton Project - CO Emission (grams/mile) Calculation for Year 2015 at 45 mph

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT Aug. 2004 CO Emi. Factor Table EF1 (For Richmond)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	CO Emission Factor
Car	63.23%	LDGV	4.08	64.86%	63.02%	2.571
LT Truck (G & D)	26.87%	LDGT1	3.67	4.80%	6.11%	0.224
		LDGT2	3.90	16.15%	20.56%	0.802
Med. Truck (G&D)	4.21%	LDGT3	3.63	5.75%	2.78%	0.101
		LDGT4	3.69	2.61%	1.26%	0.047
H. Truck - All	1.75%	HDGV2B	4.41	0.70%	0.31%	0.014
(Gas & Diesel)		HDGV3	5.51	0.26%	0.11%	0.006
		HDGV4	5.36	0.15%	0.07%	0.004
		HDGV5	6.58	0.19%	0.08%	0.005
		HDGV6	6.83	0.16%	0.07%	0.005
		HDGV7	7.38	0.15%	0.07%	0.005
		HDGV8A	8.17	0.27%	0.12%	0.010
		LDDV	0.55	0.22%	0.21%	0.001
		LDDT12	0.17	0.16%	0.20%	0.000
		LDDT34	0.19	0.34%	0.16%	0.000
		HDDV2B	0.18	0.08%	0.04%	0.000
		HDDV3	0.20	0.09%	0.04%	0.000
		HDDV4	0.20	0.11%	0.05%	0.000
		HDDV5	0.27	0.16%	0.07%	0.000
		HDDV6	0.32	0.19%	0.08%	0.000
		HDDV7	0.41	0.28%	0.12%	0.001
		HDDV8A	0.70	0.52%	0.23%	0.002
		HDDV8B	0.53	0.68%	0.30%	0.002
Bus	3.94%	HDGB	10.36	0.17%	0.60%	0.062
		HDDBT	2.34	0.43%	1.51%	0.035
		HDDBS	0.72	0.52%	1.83%	0.013
MC	0.00%	MC	5.24	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**3.909**

Stapleton Project - PM2.5 Emission (grams/hour) Calculation for Year 2005 at 0 mph (Idle)

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT November 2004 PM2.5 Factor Table C4 (For All Region 11)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	PM-2.5 Emission Factor
Car	63.23%	LDGV	0.00	64.86%	63.02%	0.000
LT Truck (G & D)	26.87%	LDGT1	0.00	4.80%	6.11%	0.000
		LDGT2	0.00	16.15%	20.56%	0.000
Med. Truck (G&D)	4.21%	LDGT3	0.00	5.75%	2.78%	0.000
		LDGT4	0.00	2.61%	1.26%	0.000
H. Truck - All	1.75%	HDGV2B	0.00	0.70%	0.31%	0.000
(Gas & Diesel)		HDGV3	0.00	0.26%	0.11%	0.000
		HDGV4	0.00	0.15%	0.07%	0.000
		HDGV5	0.00	0.19%	0.08%	0.000
		HDGV6	0.00	0.16%	0.07%	0.000
		HDGV7	0.00	0.15%	0.07%	0.000
		HDGV8A	0.00	0.27%	0.12%	0.000
		LDDV	0.00	0.22%	0.21%	0.000
		LDDT12	0.00	0.16%	0.20%	0.000
		LDDT34	0.00	0.34%	0.16%	0.000
		HDDV2B	1.09	0.08%	0.04%	0.000
		HDDV3	1.05	0.09%	0.04%	0.000
		HDDV4	1.00	0.11%	0.05%	0.000
		HDDV5	1.14	0.16%	0.07%	0.001
		HDDV6	1.18	0.19%	0.08%	0.001
		HDDV7	1.16	0.28%	0.12%	0.001
		HDDV8A	1.39	0.52%	0.23%	0.003
		HDDV8B	1.20	0.68%	0.30%	0.004
Bus	3.94%	HDGB	0.00	0.17%	0.60%	0.000
		HDDBT	2.65	0.43%	1.51%	0.040
		HDDBS	1.42	0.52%	1.83%	0.026
MC	0.00%	MC	0.00	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**0.077**

Stapleton Project - PM2.5 Emission (grams/mile) Calculation for Year 2005 at Non-Idle

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT November 2004 PM2.5 Factor Table C2 (For All Region 11)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	PM-2.5 Emission Factor
Car	63.23%	LDGV	0.01	64.86%	63.02%	0.006
LT Truck (G & D)	26.87%	LDGT1	0.01	4.80%	6.11%	0.001
		LDGT2	0.01	16.15%	20.56%	0.002
Med. Truck (G&D)	4.21%	LDGT3	0.01	5.75%	2.78%	0.000
		LDGT4	0.01	2.61%	1.26%	0.000
H. Truck - All	1.75%	HDGV2B	0.06	0.70%	0.31%	0.000
(Gas & Diesel)		HDGV3	0.07	0.26%	0.11%	0.000
		HDGV4	0.06	0.15%	0.07%	0.000
		HDGV5	0.07	0.19%	0.08%	0.000
		HDGV6	0.09	0.16%	0.07%	0.000
		HDGV7	0.08	0.15%	0.07%	0.000
		HDGV8A	0.11	0.27%	0.12%	0.000
		LDDV	0.18	0.22%	0.21%	0.000
		LDDT12	0.12	0.16%	0.20%	0.000
		LDDT34	0.11	0.34%	0.16%	0.000
		HDDV2B	0.13	0.08%	0.04%	0.000
		HDDV3	0.13	0.09%	0.04%	0.000
		HDDV4	0.12	0.11%	0.05%	0.000
		HDDV5	0.14	0.16%	0.07%	0.000
		HDDV6	0.27	0.19%	0.08%	0.000
		HDDV7	0.27	0.28%	0.12%	0.000
		HDDV8A	0.46	0.52%	0.23%	0.001
		HDDV8B	0.36	0.68%	0.30%	0.001
Bus	3.94%	HDGB	0.08	0.17%	0.60%	0.000
		HDDBT	1.45	0.43%	1.51%	0.022
		HDDBS	0.73	0.52%	1.83%	0.013
MC	0.00%	MC	0.02	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**0.049**

Stapleton Project - PM10 Emission (grams/hour) Calculation for Year 2005 at 0 mph (Idle)

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT November 2004 PM10 Factor Table C3 (For All Region 11)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	PM-10 Emission Factor
Car	63.23%	LDGV	0.00	64.86%	63.02%	0.000
LT Truck (G & D)	26.87%	LDGT1	0.00	4.80%	6.11%	0.000
		LDGT2	0.00	16.15%	20.56%	0.000
Med. Truck (G&D)	4.21%	LDGT3	0.00	5.75%	2.78%	0.000
		LDGT4	0.00	2.61%	1.26%	0.000
H. Truck - All	1.75%	HDGV2B	0.00	0.70%	0.31%	0.000
(Gas & Diesel)		HDGV3	0.00	0.26%	0.11%	0.000
		HDGV4	0.00	0.15%	0.07%	0.000
		HDGV5	0.00	0.19%	0.08%	0.000
		HDGV6	0.00	0.16%	0.07%	0.000
		HDGV7	0.00	0.15%	0.07%	0.000
		HDGV8A	0.00	0.27%	0.12%	0.000
		LDDV	0.00	0.22%	0.21%	0.000
		LDDT12	0.00	0.16%	0.20%	0.000
		LDDT34	0.00	0.34%	0.16%	0.000
		HDDV2B	1.19	0.08%	0.04%	0.000
		HDDV3	1.14	0.09%	0.04%	0.000
		HDDV4	1.09	0.11%	0.05%	0.001
		HDDV5	1.24	0.16%	0.07%	0.001
		HDDV6	1.28	0.19%	0.08%	0.001
		HDDV7	1.26	0.28%	0.12%	0.002
		HDDV8A	1.51	0.52%	0.23%	0.003
		HDDV8B	1.30	0.68%	0.30%	0.004
Bus	3.94%	HDGB	0.00	0.17%	0.60%	0.000
		HDDBT	2.88	0.43%	1.51%	0.044
		HDDBS	1.54	0.52%	1.83%	0.028
MC	0.00%	MC	0.00	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**0.084**

Stapleton Project - PM10 Emission (grams/mile) Calculation for Year 2005 at Non-Idle

Traffic Survey Classification	Traffic Count (%) On Site	EPA Class.	MOBILE62 NYSDOT November 2004 PM10 Factor Table C1 (For All Region 11)	Region 11 Vehicle Classification NYSDOT Table EF1.3	Adjusted Project Area Vehicular Classification	PM-10 Emission Factor
Car	63.23%	LDGV	0.03	64.86%	63.02%	0.019
LT Truck (G & D)	26.87%	LDGT1	0.03	4.80%	6.11%	0.002
		LDGT2	0.03	16.15%	20.56%	0.006
Med. Truck (G&D)	4.21%	LDGT3	0.03	5.75%	2.78%	0.001
		LDGT4	0.03	2.61%	1.26%	0.000
H. Truck - All	1.75%	HDGV2B	0.08	0.70%	0.31%	0.000
(Gas & Diesel)		HDGV3	0.09	0.26%	0.11%	0.000
		HDGV4	0.09	0.15%	0.07%	0.000
		HDGV5	0.11	0.19%	0.08%	0.000
		HDGV6	0.14	0.16%	0.07%	0.000
		HDGV7	0.12	0.15%	0.07%	0.000
		HDGV8A	0.18	0.27%	0.12%	0.000
		LDDV	0.20	0.22%	0.21%	0.000
		LDDT12	0.14	0.16%	0.20%	0.000
		LDDT34	0.13	0.34%	0.16%	0.000
		HDDV2B	0.16	0.08%	0.04%	0.000
		HDDV3	0.15	0.09%	0.04%	0.000
		HDDV4	0.14	0.11%	0.05%	0.000
		HDDV5	0.17	0.16%	0.07%	0.000
		HDDV6	0.31	0.19%	0.08%	0.000
		HDDV7	0.31	0.28%	0.12%	0.000
		HDDV8A	0.53	0.52%	0.23%	0.001
		HDDV8B	0.42	0.68%	0.30%	0.001
Bus	3.94%	HDGB	0.12	0.17%	0.60%	0.001
		HDDBT	1.59	0.43%	1.51%	0.024
		HDDBS	0.81	0.52%	1.83%	0.015
MC	0.00%	MC	0.04	0.00%	0.00%	0.000
Total	100.0%			100.00%	100.00%	**0.073**

Stapleton
CO Modeling

Scenario: 2005 AM Peak

Intersection	CAL3QHC CO Run 1-hour (ppm)	CO 8-hour (ppm) (P.F. = 0.7)	Impact with BG CO 1-hour (ppm) BG = 3.3	CO 8-hour (ppm) BG = 2.3
Edgewater	1.70	1.19	5.00	3.49
Vanderbilt	2.10	1.47	5.40	3.77
Hannah	1.60	1.12	4.90	3.42
Victory	1.70	1.19	5.00	3.49

Scenario: 2005 PM Peak

Intersection	CAL3QHC CO Run 1-hour (ppm)	CO 8-hour (ppm) (P.F. = 0.7)	Impact with BG CO 1-hour (ppm) BG = 3.3	CO 8-hour (ppm) BG = 2.3
Edgewater	1.90	1.33	5.20	3.63
Vanderbilt	2.40	1.68	5.70	3.98
Hannah	2.00	1.40	5.30	3.70
Victory	1.90	1.33	5.20	3.63

Stapleton
CO Modeling (Revised March 2006)

Scenario: 2015 AM Peak - No Build

Intersection	CAL3QHC CO Run 1-hour (ppm)	CO 8-hour (ppm) (P.F. = 0.7)	Impact with BG CO 1-hour (ppm) BG = 3.3	CO 8-hour (ppm) BG = 2.3
Edgewater	1.00	0.70	4.30	3.00
Vanderbilt	1.20	0.84	4.50	3.14
Hannah	0.90	0.63	4.20	2.93
Victory	1.00	0.70	4.30	3.00

Scenario: 2015 PM Peak - No Build

Intersection	CAL3QHC CO Run 1-hour (ppm)	CO 8-hour (ppm) (P.F. = 0.7)	Impact with BG CO 1-hour (ppm) BG = 3.3	CO 8-hour (ppm) BG = 2.3
Edgewater	1.00	0.70	4.30	3.00
Vanderbilt	1.40	0.98	4.70	3.28
Hannah	1.00	0.70	4.30	3.00
Victory	1.20	0.84	4.50	3.14

Stapleton
CO Modeling (Revised March 2006)

Scenario: 2015 AM Peak - Build

Intersection	CAL3QHC CO Run CO 1-hour (ppm)	CO 8-hour (ppm) (P.F. = 0.7)	Impact with BG CO 1-hour (ppm) BG = 3.3	CO 8-hour (ppm) BG = 2.3
Edgewater	0.90	0.63	4.20	2.93
Vanderbilt	1.20	0.84	4.50	3.14
Hannah	1.00	0.70	4.30	3.00
Victory	1.20	0.84	4.50	3.14

Scenario: 2015 PM Peak - Build

Intersection	CAL3QHC CO Run CO 1-hour (ppm)	CO 8-hour (ppm) (P.F. = 0.7)	Impact with BG CO 1-hour (ppm) BG = 3.3	CO 8-hour (ppm) BG = 2.3
Edgewater	1.30	0.91	4.60	3.21
Vanderbilt	1.60	1.12	4.90	3.42
Hannah	1.20	0.84	4.50	3.14
Victory	1.30	0.91	4.60	3.21

Stapleton
Particulate Matter Modeling

Scenario: 2005 AM Peak

Intersection	CAL3QHC PM2.5 Run 1-hour (ug/m3)	PM2.5 24-hour (ug/m3)	PM2.5 Annual (ug/m3)	PM10 24-hour (ug/m3)	PM10 Annual (ug/m3)
Edgewater	5	2.00	0.40	2.22	0.44
Vanderbilt	6	2.40	0.48	2.67	0.53
Hannah	7	2.80	0.56	3.11	0.62
Victory	7	2.80	0.56	3.11	0.62

Scenario: 2005 PM Peak

Intersection	CAL3QHC PM2.5 Run 1-hour (ug/m3)	PM2.5 24-hour (ug/m3)	PM2.5 Annual (ug/m3)	PM10 24-hour (ug/m3)	PM10 Annual (ug/m3)
Edgewater	5	2.00	0.40	2.22	0.44
Vanderbilt	6	2.40	0.48	2.67	0.53
Hannah	7	2.80	0.56	3.11	0.62
Victory	8	3.20	0.64	3.56	0.71

Stapleton
Particulate Matter Modeling (Revised March 2006)

Scenario: 2015 No-Build AM Peak

Intersection	CAL3QHC PM2.5 Run 1-hour (ug/m3)	PM2.5 24-hour (ug/m3)	PM2.5 Annual (ug/m3)	PM10 24-hour (ug/m3)	PM10 Annual (ug/m3)
Edgewater	3	1.20	0.24	1.33	0.27
Vanderbilt	3	1.20	0.24	1.33	0.27
Hannah	4	1.60	0.32	1.78	0.36
Victory	4	1.60	0.32	1.78	0.36

Scenario: 2015 No-Build PM Peak

Intersection	CAL3QHC PM2.5 Run 1-hour (ug/m3)	PM2.5 24-hour (ug/m3)	PM2.5 Annual (ug/m3)	PM10 24-hour (ug/m3)	PM10 Annual (ug/m3)
Edgewater	3	1.20	0.24	1.33	0.27
Vanderbilt	4	1.60	0.32	1.78	0.36
Hannah	4	1.60	0.32	1.78	0.36
Victory	4	1.60	0.32	1.78	0.36

Stapleton
Particulate Matter Modeling (Revised March 2006)

Scenario: 2015 Build AM Peak

Intersection	CAL3QHC PM2.5 Run 1-hour (ug/m3)	PM2.5 24-hour (ug/m3)	PM2.5 Annual (ug/m3)	PM10 24-hour (ug/m3)	PM10 Annual (ug/m3)
Edgewater	3	1.20	0.24	1.33	0.27
Vanderbilt	4	1.60	0.32	1.78	0.36
Hannah	4	1.60	0.32	1.78	0.36
Victory	4	1.60	0.32	1.78	0.36

Scenario: 2015 Build PM Peak

Intersection	CAL3QHC PM2.5 Run 1-hour (ug/m3)	PM2.5 24-hour (ug/m3)	PM2.5 Annual (ug/m3)	PM10 24-hour (ug/m3)	PM10 Annual (ug/m3)
Edgewater	3	1.20	0.24	1.33	0.27
Vanderbilt	4	1.60	0.32	1.78	0.36
Hannah	4	1.60	0.32	1.78	0.36
Victory	5	2.00	0.40	2.22	0.44

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                                                FrontA
'CO 2015 AM Build Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1        '       1133    3803    6
'REC    H2        '       1059    3786    6
'REC    H3        '       1023    3868    6
'REC    H4        '       926     3899    6
'REC    H5        '       978     3762    6
'REC    H6        '       899     3738    6
'REC    H7        '       857     3729    6
'REC    H8        '       716     3681    6
'REC    H9        '       711     3624    6
'REC    H10       '       788     3645    6
'REC    H11       '       873     3673    6
'REC    H12       '       916     3685    6
'REC    H13       '       1007    3720    6
'REC    H14       '       1025    3634    6
'REC    H15       '       955     3608    6
'REC    H16       '       1135    3620    6
'REC    H17       '       1099    3714    6
'REC    H18       '       1085    3750    6
'REC    H19       '       1148    3772    6
'Front&Bay St Intersections GroupA'    103  1  0  'C'
1

'L1 WILLIAM ST EB 1-2' 'AG' 4766. 5524. 4931. 5525. 1. 17.58 0. 32.
1

'L2 WILLIAM ST EB 2-3' 'AG' 4931. 5525. 5096. 5525. 1. 17.58 0. 32.
2
'L2Q WILLIAM ST EB 2-3' 'AG' 4931. 5525. 5096. 5525. 0. 30.0 3
       120        42      2.0 1 36.74 1600 1 3
1

'L3 BAY SB_RIGHT TURN-WILLIAM 1-2' 'AG' 5145. 5575. 5103. 5539. 1. 17.58 0. 32.
1

'L4 BAY SB_RIGHT TURN-CONGRESS 1-2' 'AG' 5068. 5257. 5037. 5240. 1. 17.58 0. 32.
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 17.58 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 17.58 0. 32.
1

'L7 WILLIAM WB_ RIGHT TURN-BAY 1-2' 'AG' 5096. 5525. 5122. 5498. 1. 17.58 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 17.58 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 17.58 0. 32.
1

'L10 BAY NB_LEFT TURN-CONGRESS ST 1-2' 'AG' 5084. 5216. 5039. 5239. 1. 17.58 0. 32.
1

'L11 WILLIAM ST_LEFT TURN-BAY 1-2' 'AG' 5096. 5525. 5164. 5578. 1. 17.58 0. 32.
1

'L12 SAND WB WESTSIDE 1-2' 'AG' 5086. 4929. 4965. 4909. 1. 17.58 0. 32.
1

'L13 SAND WB WESTSIDE 2-3' 'AG' 4965. 4909. 4807. 5018. 1. 17.58 0. 32.
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1

'L14 SAND EB WESTSIDE 1-2' 'AG' 4792. 5016. 4959. 4904. 1. 17.58 0. 32.
1

'L15 SAND EB WESTSIDE 2-3' 'AG' 4959. 4904. 5086. 4921. 1. 17.58 0. 32.
2
'L15Q SAND EB WESTSIDE 2-3' 'AG' 4959. 4904. 5086. 4921. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L16 UNION WB 1-2' 'AG' 5171. 4371. 5033. 4368. 1. 17.58 0. 32.
1

'L17 UNION WB 2-3' 'AG' 5033. 4368. 4896. 4365. 1. 17.58 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 17.58 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 17.58 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 17.58 0. 32.
1

'L21 BAY ST SB_RIGHT TURN-UNION 1-2' 'AG' 5191. 4400. 5171. 4371. 1. 17.58 0. 32.
1

'L22 BAY ST NB_LEFT TURN-UNION 1-2' 'AG' 5235. 4320. 5172. 4370. 1. 17.58 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 17.58 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 17.58 0. 32.
1

'L27 BAY ST NB_RIGHT TURN-SANDS 1-2' 'AG' 5134. 4819. 5169. 4841. 1. 17.58 0. 32.
1

'L28 SANDS WB_RIGHT TURN-BAY ST 1-2' 'AG' 5145. 4844. 5125. 4870. 1. 17.58 0. 32.
1

'L29 SANDS WB_LEFT TURN-BAYST 1-2' 'AG' 5150. 4844. 5121. 4826. 1. 17.58 0. 32.
1

'L30 BAY ST SB_RIGHT TURN-SANDS 1-2' 'AG' 5099. 4961. 5087. 4929. 1. 17.58 0. 32.
1

'L31 SANDS EB_LEFT TURN-BAY ST 1-2' 'AG' 5086. 4921. 5115. 4949. 1. 17.58 0. 32.
1

'L32 SAND EB_RIGHT TURN-BAY 1-2' 'AG' 5095. 4922. 5111. 4891. 1. 17.58 0. 32.
1

'L33 BAY ST NB_LEFT TURN-SANDS 1-2' 'AG' 5116. 4929. 5074. 4926. 1. 17.58 0. 32.
1
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'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 17.58 0. 32.
1

'L35 BAY ST SB_LEFT TURN-SANDS 1-2' 'AG' 5115. 4855. 5143. 4836. 1. 17.58 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 17.58 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 17.58 0. 32.
1

'L38 CONGRESS ST WB 1-2' 'AG' 5037. 5240. 4929. 5264. 1. 17.58 0. 32.
1

'L39 CONGRESS ST WB 2-3' 'AG' 4929. 5264. 4820. 5288. 1. 17.58 0. 32.
1

'L40 WILLIAM WB 1-2' 'AG' 5103. 5539. 4943. 5538. 1. 17.58 0. 32.
1

'L41 WILLIAM WB 2-3' 'AG' 4943. 5538. 4783. 5537. 1. 17.58 0. 32.
1

'L42 BAY ST_LEFT TURN-WILLIAM 1-2' 'AG' 5139. 5506. 5102. 5540. 1. 17.58 0. 32.
1

'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 17.58 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 30.0 3
       120        42      2.0 304 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 17.58 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 17.58 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 17.58 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 17.58 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 17.58 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 17.58 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 17.58 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 17.58 0. 32.
1
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'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 432. 17.58 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 432. 17.58 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 432. 17.58 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 432. 17.58 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 432. 17.58 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 432. 17.58 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 17.58 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 17.58 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 479. 17.58 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 17.58 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 17.58 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 17.58 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 17.58 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 17.58 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 17.58 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 4139. 17.58 0. 32.
1
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'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 4139. 17.58 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 4139. 17.58 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 4139. 17.58 0. 32.
1

'L60 SAND EB EASTSIDE-Roadway37 1-2' 'AG' 5143. 4837. 5294. 4864. 4139. 17.58 0. 32.
1

'L61 SAND EB EASTSIDE-Roadway37 2-3' 'AG' 5294. 4864. 5447. 4888. 4139. 17.58 0. 32.
1

'L62 SAND EB EASTSIDE-Roadway37 3-4' 'AG' 5447. 4888. 5644. 4914. 4139. 17.58 0. 32.
2
'L62Q SAND EB EASTSIDE-Roadway37 3-4' 'AG' 5447. 4888. 5644. 4914. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L63 SAND WB EASTSIDE-Roadway38 0a-1' 'AG' 5639. 4925. 5444. 4893. 4139. 17.58 0.
32.
1

'L64 SAND WB EASTSIDE-Roadway38 1-1a' 'AG' 5444. 4893. 5297. 4868. 4139. 17.58 0.
32.
1

'L65 SAND WB EASTSIDE-Roadway38 1a-2' 'AG' 5297. 4868. 5149. 4844. 4139. 17.58 0.
32.
2
'L65Q SAND WB EASTSIDE-Roadway38 1a-2' 'AG' 5297. 4868. 5149. 4844. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 4139. 17.58 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 4139. 17.58 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 4139. 17.58 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 4139. 17.58 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 4139. 17.58 0. 32.
1

'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 4139. 17.58 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 4139. 17.58 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1
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'L73 PROSPECT WB-Roadway43 0a-1' 'AG' 5674. 4728. 5460. 4698. 4139. 17.58 0. 32.
1

'L74 PROSPECT WB-Roadway43 1-1a' 'AG' 5460. 4698. 5317. 4676. 4139. 17.58 0. 32.
1

'L75 PROSPECT WB-Roadway43 1a-2' 'AG' 5317. 4676. 5174. 4654. 4139. 17.58 0. 32.
2
'L75Q PROSPECT WB-Roadway43 1a-2' 'AG' 5317. 4676. 5174. 4654. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L76 PROSPECT WB-Roadway43 2-3' 'AG' 5174. 4654. 4944. 4654. 4139. 17.58 0. 32.
1

'L77 PROSPECT WB-Roadway43 3-3a' 'AG' 4944. 4654. 4775. 4767. 4139. 17.58 0. 32.
1

'L78 PROSPECT WB-Roadway43 3a-4' 'AG' 4775. 4767. 4607. 4879. 4139. 17.58 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersection Group A

DATE : 4/24/ 6
TIME : 17:25:20

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	3.4	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	50.	3.3	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	66.	3.3	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	3.3	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	93.	3.5	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	93.	3.5	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5343.9	4346.0	*	36.	260.	AG	77.	100.0	.0	12.0	.33	1.8
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	27.	3.5	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	118.	3.5	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	45.	3.7	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	22.	3.7	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	3.4	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	27.	3.4	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	426.	3.5	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5779.6	4235.4	*	42.	351.	AG	20.	100.0	.0	12.0	.35	2.1
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	426.	3.5	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.0	4756.5	*	42.	352.	AG	20.	100.0	.0	12.0	.35	2.1
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	453.	3.5	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5672.4	4946.1	*	45.								

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352. AG     20. 100.0     .0 12.0  .38   2.3
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    427.   3.5     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    427.   3.5     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    427.   3.5     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    427.   3.5     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    427.   3.5     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    427.   3.5     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    438.   3.8     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    438.   3.8     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    438.   3.8     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    438.   3.8     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    438.   3.8     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    438.   3.8     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.1    5236.9 *      43.
181. AG     20. 100.0     .0 12.0  .36   2.2
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    466.   3.8     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5643.3    5083.6 *      46.
172. AG     20. 100.0     .0 12.0  .39   2.3
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    466.   3.8     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5668.5    4904.6 *      46.
172. AG     20. 100.0     .0 12.0  .39   2.3
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    508.   3.8     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG    102.   3.3     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG    102.   3.3     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG    102.   3.3     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5479.5    5080.6 *      39.
80. AG     77. 100.0     .0 12.0  .36   2.0
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    100.   3.4     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    100.   3.4     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    100.   3.4     .0 32.0
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JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersection Group A

DATE : 4/24/ 6
TIME : 17:25:20

LINK VARIABLES

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        LINK DESCRIPTION      *          LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

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      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5243.9    5060.2 *      38.
264. AG     77. 100.0    .0 12.0  .35   1.9
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.   3.4    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.   3.4    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.   3.4    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.   3.4    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     54.   3.5    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     54.   3.5    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     54.   3.5    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4947.7    4646.2 *      21.
89. AG     77. 100.0    .0 12.0  .19   1.0
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG    128.   3.5    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG    128.   3.5    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG    128.   3.5    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG    128.   3.5    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5509.7    4694.6 *      49.
83. AG     77. 100.0    .0 12.0  .45   2.5
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    811.   3.5    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5257.7    4271.5 *      80.
335. AG     20. 100.0    .0 12.0  .67   4.1
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    811.   3.5    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    838.   3.5    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5191.1    4475.3 *      82.
350. AG     20. 100.0    .0 12.0  .69   4.2
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    727.   3.5    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5152.4    4704.6 *      72.
351. AG     20. 100.0    .0 12.0  .60   3.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    727.   3.3    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5120.0    4905.7 *      72.
351. AG     20. 100.0    .0 12.0  .60   3.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    727.   3.3    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5109.6    4996.2 *      72.
354. AG     20. 100.0    .0 12.0  .60   3.6
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    734.   3.3    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5097.5    5102.7 *      72.
353. AG     20. 100.0    .0 12.0  .61   3.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    734.   3.3    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5097.4    5288.0 *      72.
11. AG     20. 100.0    .0 12.0  .61   3.7
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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    821.   3.4    .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5116.5    5471.1 *      81.
193. AG     20. 100.0    .0 12.0  .68   4.1
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    821.   3.4    .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.8    5167.6 *      81.
174. AG     20. 100.0    .0 12.0  .68   4.1
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    790.   3.7    .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.9    4986.0 *      78.
172. AG     20. 100.0    .0 12.0  .65   3.9
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    790.   3.7    .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.7    4866.3 *      78.
171. AG     20. 100.0    .0 12.0  .65   3.9
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.   3.7    .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG     20. 100.0    .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    807.   3.7    .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.9    4598.6 *      79.
171. AG     20. 100.0    .0 12.0  .67   4.0
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    799.   3.7    .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     58.   3.8    .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     70.   3.5    .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     74.   3.5    .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     25.   3.8    .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     75.   3.5    .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     53.   3.8    .0 32.0
```


JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St
Intersection Group A

DATE : 4/24/ 6
TIME : 17:25:20

ADDITIONAL QUEUE LINK PARAMETERS

```
        LINK DESCRIPTION      *    CYCLE    RED     CLEARANCE  APPROACH  SATURATION
 IDLE   SIGNAL   ARRIVAL
                              *    LENGTH   TIME    LOST TIME   VOL      FLOW RATE
EM FAC   TYPE     RATE
                              *     (SEC)   (SEC)    (SEC)     (VPH)      (VPH)
(gm/hr)

------------------------*-------------------------------------------------------------
---------------------
      7. L19Q CROSS ST WB 2-3*      90       70       2.0        93        1600
36.74      1        3
     15. L43Q FRONT ST NB 1-2*      90       18       2.0       426        1600
36.74      1        3
     17. L3Q FRONT ST NB 2-2A*      90       18       2.0       426        1600
36.74      1        3
```

```
     19. L44Q FRONT ST NB 2A-*      90        18        2.0        453        1600
36.74     1         3
     32. L84Q FRONT SB 1-2   *      90        18        2.0        438        1600
36.74     1         3
     34. L85Q FRONT SB 2-3   *      90        18        2.0        466        1600
36.74     1         3
     36. L86Q EFRONT SB 3-4  *      90        18        2.0        466        1600
36.74     1         3
     41. L52Q WAVE ST EB 3-4 *      90        70        2.0        102        1600
36.74     1         3
     45. L55Q WAVE WB-Roadway*      90        70        2.0        100        1600
36.74     1         3
     53. L68Q PROSPECT EB-Roa*      90        70        2.0         54        1600
36.74     1         3
     58. L72Q PROSPECT EB-Roa*      90        70        2.0        128        1600
36.74     1         3
     60. L105Q BAY ST NB-BAY *      90        18        2.0        811        1600
36.74     1         3
     63. L107Q BAY ST NB-BAY *      90        18        2.0        838        1600
36.74     1         3
     65. L108Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     67. L109Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     69. L110Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     71. L111Q BAY ST NB-BAY *      90        18        2.0        734        1600
36.74     1         3
     73. L112Q BAY ST NB-BAY *      90        18        2.0        734        1600
36.74     1         3
     75. L119Q BAY SB-BAY ST *      90        18        2.0        821        1600
36.74     1         3
     77. L120Q BAY SB-BAY ST *      90        18        2.0        821        1600
36.74     1         3
     79. L121Q BAY SB-BAY ST *      90        18        2.0        790        1600
36.74     1         3
     81. L122Q BAY SB-BAY ST *      90        18        2.0        790        1600
36.74     1         3
     83. L123Q BAY SB-BAY ST *      90        18        2.0        780        1600
36.74     1         3
     85. L124Q BAY SB-BAY ST *      90        18        2.0        807        1600
36.74     1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_A1	5172.0	4671.0	6.0
2. REC S_A2	5286.0	4686.0	6.0
3. REC S_A3	5397.0	4702.0	6.0
4. REC S_A4	5409.0	4669.0	6.0
5. REC S_A5	5302.0	4654.0	6.0
6. REC S_A6	5179.0	4634.0	6.0
7. REC S_A7	5127.0	4669.0	6.0
8. REC S_A8	5032.0	4670.0	6.0
9. REC S_A9	4949.0	4670.0	6.0
10. REC S_A10	4934.0	4629.0	6.0
11. REC S_A11	5036.0	4630.0	6.0
12. REC S_A12	5129.0	4631.0	6.0
13. REC S_A13	5116.0	4778.0	6.0
14. REC S_A14	5095.0	4909.0	6.0
15. REC S_A15	5149.0	4523.0	6.0

16.	REC	S_A16	*	5168.0	4394.0	6.0	*
17.	REC	S_A17	*	5205.0	4519.0	6.0	*
18.	REC	S_A18	*	5222.0	4376.0	6.0	*
19.	REC	S_A19	*	5179.0	4348.0	6.0	*
20.	REC	S_A20	*	5245.0	4319.0	6.0	*

JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersection Group A

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.	* .1	.0	.0	.0	.0	.1	.2	.0	.0	.2	.0	.2	.3	.3	.2	.2	.0	.1	.2	.1
5.	* .1	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.2	.3	.3	.3	.3	.0	.0	.2	.0
10.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.3	.4	.3	.3	.3	.0	.0	.2	.0
15.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.3	.3	.4	.2	.2	.0	.0	.3	.0
20.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.3	.4	.5	.2	.2	.0	.0	.3	.0
25.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.2	.3	.4	.2	.2	.0	.0	.2	.0
30.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.2	.3	.4	.2	.2	.0	.0	.1	.0
35.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.3	.2	.2	.0	.0	.1	.0
40.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.3	.2	.2	.0	.0	.2	.0
45.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.3	.2	.2	.0	.0	.2	.0
50.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.2	.2	.2	.0	.0	.2	.0
55.	* .0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.3	.2	.2	.2	.0	.0	.2	.0
60.	* .0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.2	.3	.2	.2	.2	.0	.0	.2	.0
65.	* .0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.2	.3	.3	.2	.2	.0	.0	.2	.0
70.	* .0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.2	.3	.3	.2	.2	.0	.0	.2	.0
75.	* .0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.1	.3	.3	.2	.2	.0	.0	.2	.0
80.	* .0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.1	.3	.3	.2	.2	.0	.0	.2	.0
85.	* .0	.0	.1	.1	.0	.0	.2	.0	.0	.0	.0	.1	.3	.3	.2	.1	.0	.0	.2	.0

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


JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersection Group A

```
 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .4    .0    .0    .0    .0    .2    .0    .0    .2    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 215.  *    .4    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
```

```
.0    .0    .0    .0    .2    .2    .0    .2
 220.  *    .4    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 225.  *    .3    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 230.  *    .3    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 235.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 240.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 245.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 250.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 255.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 260.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 265.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 270.  *    .3    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 275.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 280.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .3
 285.  *    .2    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 290.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 295.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 300.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .3    .0    .2
 305.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .3    .0    .2
 310.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .4    .0    .2
 315.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .3    .0    .2
 320.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .3    .0    .2
 325.  *    .3    .0    .0    .0    .0    .4    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .4    .0    .3
 330.  *    .3    .0    .0    .0    .0    .5    .0    .0    .0    .1    .0    .0
.0    .0    .0    .0    .2    .4    .0    .4
 335.  *    .3    .0    .0    .0    .0    .4    .0    .0    .0    .1    .0    .0
.0    .0    .0    .0    .2    .5    .0    .4
 340.  *    .3    .0    .0    .0    .0    .4    .0    .0    .0    .1    .0    .0
.0    .1    .0    .0    .2    .5    .0    .4
 345.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .1    .0    .0
.2    .2    .0    .0    .3    .5    .1    .3
 350.  *    .2    .0    .0    .0    .0    .2    .1    .0    .0    .2    .0    .0
.2    .2    .1    .1    .1    .3    .1    .2
 355.  *    .1    .0    .0    .0    .0    .1    .1    .0    .0    .2    .0    .1
.2    .2    .1    .2    .0    .3    .2    .1
 360.  *    .1    .0    .0    .0    .0    .1    .2    .0    .0    .2    .0    .2
.3    .3    .2    .2    .0    .1    .2    .1

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .4    .0    .1    .1    .0    .5    .4    .0    .2    .2    .0    .3
```

```
.5    .5    .3    .4    .3    .5    .3    .4
 DEGR. *  185     0    85    60     0   330   145     0   200     0     0    10
165    20     5   140   345   335    15   170
```

THE HIGHEST CONCENTRATION OF .50 PPM OCCURRED AT RECEPTOR REC14.

```
                                        FrontA_F
'CO 2015 PM Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_A1    '       5172    4671    6
'REC    S_A2    '       5286    4686    6
'REC    S_A3    '       5397    4702    6
'REC    S_A4    '       5409    4669    6
'REC    S_A5    '       5302    4654    6
'REC    S_A6    '       5179    4634    6
'REC    S_A7    '       5127    4669    6
'REC    S_A8    '       5032    4670    6
'REC    S_A9    '       4949    4670    6
'REC    S_A10   '       4934    4629    6
'REC    S_A11   '       5036    4630    6
'REC    S_A12   '       5129    4631    6
'REC    S_A13   '       5116    4778    6
'REC    S_A14   '       5095    4909    6
'REC    S_A15   '       5149    4523    6
'REC    S_A16   '       5168    4394    6
'REC    S_A17   '       5205    4519    6
'REC    S_A18   '       5222    4376    6
'REC    S_A19   '       5179    4348    6
'REC    S_A20   '       5245    4319    6
'Front&Bay St Intersection Group A'    92  1  0  'C'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 3.44 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 50. 3.32 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 66. 3.32 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 3.32 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 93. 3.45 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 93. 3.45 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 93 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 27. 3.45 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 118. 3.45 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 45. 3.73 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 22. 3.70 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 3.44 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 27. 3.44 0. 32.
1
```

```
'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 3.46 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 426 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 3.46 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 426 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 3.46 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 453 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 3.46 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 3.46 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 3.46 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 3.46 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 3.46 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 3.46 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 438. 3.76 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 438. 3.76 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 438. 3.76 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 438. 3.76 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 438. 3.76 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 438. 3.76 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 438 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 3.76 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 466 36.74 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 3.76 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 466 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 508. 3.76 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 3.32 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 3.32 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 3.32 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 102 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 3.44 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 3.44 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 3.44 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 100 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 3.44 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 3.44 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 3.44 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 3.44 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 54. 3.45 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 54. 3.45 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 54. 3.45 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 54 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 128. 3.45 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 128. 3.45 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 128. 3.45 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 128. 3.45 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 128 36.74 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 811. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 811 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
811. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 838.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 838 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 727.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 727.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 727.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 734. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 734 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 734.
3.32 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 734 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 821. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 821 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 821.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 821 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 790.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 790 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 790.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 790 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 807.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 807 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 799. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 58.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 70.
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3.46 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 74. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 25. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 75. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 53. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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▯                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                        PAGE  1

      JOB: CO 2015 PM Build Stapleton                          RUN: Front&Bay St
Intersections Group B

      DATE :  4/24/ 6
      TIME : 17:27:41

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =   .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
      1. L5 BAY SB_RIGHT TURN*   5081.0    5083.0    5059.0    5054.0 *      36.
217. AG      3.   3.4    .0 32.0
      2. L6 BAY  NB_RIGHT TUR*   5110.0    5002.0    5120.0    5039.0 *      38.
15. AG     50.   3.3    .0 32.0
      3. L8 WAVE WB _RIGHT TU*   5127.0    5046.0    5100.0    5066.0 *      34.
307. AG     66.   3.3    .0 32.0
      4. L9 BAY NB_ LEFT TURN*   5106.0    5031.0    5060.0    5054.0 *      51.
297. AG      9.   3.3    .0 32.0
      5. L18 CROSS ST WB 1-2 *   5495.0    4368.0    5379.0    4352.0 *     117.
262. AG     93.   3.5    .0 32.0
      6. L19 CROSS ST WB 2-3 *   5379.0    4352.0    5244.0    4329.0 *     137.
260. AG     93.   3.5    .0 32.0
      7. L19Q CROSS ST WB 2-3*   5379.0    4352.0    5343.9    4346.0 *      36.
260. AG     77. 100.0    .0 12.0  .33   1.8
      8. L20 CROSS ST_RIGHT T*   5245.0    4329.0    5220.0    4357.0 *      38.
318. AG     27.   3.5    .0 32.0
      9. L23 BAY ST NB_RIGHT *   5163.0    4637.0    5203.0    4651.0 *      42.
71. AG    118.   3.5    .0 32.0
     10. L25 BAY ST SB_LEFT T*   5146.0    4678.0    5177.0    4648.0 *      43.
134. AG     45.   3.7    .0 32.0
     11. L34 CROSS ST_LEFT TU*   5239.0    4328.0    5238.0    4291.0 *      37.
182. AG     22.   3.7    .0 32.0
     12. L36 BAY SB_LEFT TURN*   5086.0    5064.0    5120.0    5037.0 *      43.
128. AG      9.   3.4    .0 32.0
     13. L37 WAVE_LEFT TURN-B*   5124.0    5046.0    5091.0    5021.0 *      41.
233. AG     27.   3.4    .0 32.0
     14. L43 FRONT ST NB 1-2 *   5786.0    4194.0    5706.0    4715.0 *     527.
351. AG    426.   3.5    .0 32.0
     15. L43Q FRONT ST NB 1-2*   5786.0    4194.0    5779.6    4235.4 *      42.
351. AG     20. 100.0    .0 12.0  .35   2.1
     16. L44 FRONT ST NB 2-2A*   5706.0    4715.0    5679.0    4902.0 *     189.
352. AG    426.   3.5    .0 32.0
     17. L3Q FRONT ST NB 2-2A*   5706.0    4715.0    5700.0    4756.5 *      42.
352. AG     20. 100.0    .0 12.0  .35   2.1
     18. L44A FRONT ST NB 2A-*   5679.0    4902.0    5651.0    5090.0 *     190.
352. AG    453.   3.5    .0 32.0
     19. L44Q FRONT ST NB 2A-*   5679.0    4902.0    5672.4    4946.1 *      45.
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352. AG     20. 100.0     .0 12.0  .38   2.3
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    427.   3.5     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    427.   3.5     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    427.   3.5     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    427.   3.5     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    427.   3.5     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    427.   3.5     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    438.   3.8     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    438.   3.8     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    438.   3.8     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    438.   3.8     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    438.   3.8     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    438.   3.8     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.1    5236.9 *      43.
181. AG     20. 100.0     .0 12.0  .36   2.2
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    466.   3.8     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5643.3    5083.6 *      46.
172. AG     20. 100.0     .0 12.0  .39   2.3
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    466.   3.8     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5668.5    4904.6 *      46.
172. AG     20. 100.0     .0 12.0  .39   2.3
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    508.   3.8     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG    102.   3.3     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG    102.   3.3     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG    102.   3.3     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5479.5    5080.6 *      39.
80. AG     77. 100.0     .0 12.0  .36   2.0
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    100.   3.4     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    100.   3.4     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    100.   3.4     .0 32.0
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JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group B

DATE : 4/24/ 6
TIME : 17:27:41

LINK VARIABLES

```
        LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
--------------------------------------
     45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5243.9    5060.2 *      38.
264. AG     77. 100.0    .0 12.0  .35   1.9
     46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.   3.4    .0 32.0
     47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.   3.4    .0 32.0
     48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.   3.4    .0 32.0
     49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.   3.4    .0 32.0
     50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     54.   3.5    .0 32.0
     51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     54.   3.5    .0 32.0
     52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     54.   3.5    .0 32.0
     53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4947.7    4646.2 *      21.
89. AG     77. 100.0    .0 12.0  .19   1.0
     54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG    128.   3.5    .0 32.0
     55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG    128.   3.5    .0 32.0
     56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG    128.   3.5    .0 32.0
     57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG    128.   3.5    .0 32.0
     58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5509.7    4694.6 *      49.
83. AG     77. 100.0    .0 12.0  .45   2.5
     59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    811.   3.5    .0 32.0
     60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5257.7    4271.5 *      80.
335. AG     20. 100.0    .0 12.0  .67   4.1
     61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    811.   3.5    .0 32.0
     62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    838.   3.5    .0 32.0
     63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5191.1    4475.3 *      82.
350. AG     20. 100.0    .0 12.0  .69   4.2
     64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    727.   3.5    .0 32.0
     65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5152.4    4704.6 *      72.
351. AG     20. 100.0    .0 12.0  .60   3.6
     66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    727.   3.3    .0 32.0
     67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5120.0    4905.7 *      72.
351. AG     20. 100.0    .0 12.0  .60   3.6
     68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    727.   3.3    .0 32.0
     69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5109.6    4996.2 *      72.
354. AG     20. 100.0    .0 12.0  .60   3.6
     70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    734.   3.3    .0 32.0
     71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5097.5    5102.7 *      72.
353. AG     20. 100.0    .0 12.0  .61   3.7
     72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    734.   3.3    .0 32.0
     73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5097.4    5288.0 *      72.
11. AG     20. 100.0    .0 12.0  .61   3.7
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     74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    821.   3.4    .0 32.0
     75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5116.5    5471.1 *      81.
193. AG     20. 100.0    .0 12.0  .68   4.1
     76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    821.   3.4    .0 32.0
     77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.8    5167.6 *      81.
174. AG     20. 100.0    .0 12.0  .68   4.1
     78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    790.   3.7    .0 32.0
     79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.9    4986.0 *      78.
172. AG     20. 100.0    .0 12.0  .65   3.9
     80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    790.   3.7    .0 32.0
     81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.7    4866.3 *      78.
171. AG     20. 100.0    .0 12.0  .65   3.9
     82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.   3.7    .0 32.0
     83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG     20. 100.0    .0 12.0  .65   3.9
     84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    807.   3.7    .0 32.0
     85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.9    4598.6 *      79.
171. AG     20. 100.0    .0 12.0  .67   4.0
     86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    799.   3.7    .0 32.0
     87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     58.   3.8    .0 32.0
     88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     70.   3.5    .0 32.0
     89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     74.   3.5    .0 32.0
     90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     25.   3.8    .0 32.0
     91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     75.   3.5    .0 32.0
     92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     53.   3.8    .0 32.0
```


JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group B

DATE : 4/24/ 6
TIME : 17:27:41

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
7. L19Q CROSS ST WB 2-3*	90	70	2.0	93	1600	36.74	1	3
15. L43Q FRONT ST NB 1-2*	90	18	2.0	426	1600	36.74	1	3
17. L3Q FRONT ST NB 2-2A*	90	18	2.0	426	1600	36.74	1	3

```
     19. L44Q FRONT ST NB 2A-*      90        18        2.0        453        1600
36.74     1         3
     32. L84Q FRONT SB 1-2   *      90        18        2.0        438        1600
36.74     1         3
     34. L85Q FRONT SB 2-3   *      90        18        2.0        466        1600
36.74     1         3
     36. L86Q EFRONT SB 3-4  *      90        18        2.0        466        1600
36.74     1         3
     41. L52Q WAVE ST EB 3-4 *      90        70        2.0        102        1600
36.74     1         3
     45. L55Q WAVE WB-Roadway*      90        70        2.0        100        1600
36.74     1         3
     53. L68Q PROSPECT EB-Roa*      90        70        2.0         54        1600
36.74     1         3
     58. L72Q PROSPECT EB-Roa*      90        70        2.0        128        1600
36.74     1         3
     60. L105Q BAY ST NB-BAY *      90        18        2.0        811        1600
36.74     1         3
     63. L107Q BAY ST NB-BAY *      90        18        2.0        838        1600
36.74     1         3
     65. L108Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     67. L109Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     69. L110Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     71. L111Q BAY ST NB-BAY *      90        18        2.0        734        1600
36.74     1         3
     73. L112Q BAY ST NB-BAY *      90        18        2.0        734        1600
36.74     1         3
     75. L119Q BAY SB-BAY ST *      90        18        2.0        821        1600
36.74     1         3
     77. L120Q BAY SB-BAY ST *      90        18        2.0        821        1600
36.74     1         3
     79. L121Q BAY SB-BAY ST *      90        18        2.0        790        1600
36.74     1         3
     81. L122Q BAY SB-BAY ST *      90        18        2.0        790        1600
36.74     1         3
     83. L123Q BAY SB-BAY ST *      90        18        2.0        780        1600
36.74     1         3
     85. L124Q BAY SB-BAY ST *      90        18        2.0        807        1600
36.74     1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_B1	5141.0	4865.0	6.0
2. REC S_B2	5290.0	4880.0	6.0
3. REC S_B3	5448.0	4901.0	6.0
4. REC S_B4	5360.0	4858.0	6.0
5. REC S_B5	4950.0	4886.0	6.0
6. REC S_B6	4702.0	5055.0	6.0
7. REC S_B7	4731.0	5090.0	6.0
8. REC S_B8	4857.0	4993.0	6.0
9. REC S_B9	4912.0	5060.0	6.0
10. REC S_B10	4926.0	5089.0	6.0
11. REC S_B11	4731.0	5121.0	6.0
12. REC S_B12	5270.0	5076.0	6.0
13. REC S_B13	5423.0	5097.0	6.0
14. REC S_B14	5435.0	5060.0	6.0
15. REC S_B15	5275.0	5041.0	6.0

16.	REC	S_B16	*	4936.0	5244.0	6.0	*
17.	REC	S_B17	*	4939.0	5277.0	6.0	*
18.	REC	S_B18	*	5129.0	4945.0	6.0	*
19.	REC	S_B19	*	5122.0	5020.0	6.0	*
20.	REC	S_B20	*	5116.0	5062.0	6.0	*

JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group B

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	.0	.0	.0	.2	.0	.0	.1	.1	.1
5.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1	.0	.1
10.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
15.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
20.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
25.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
30.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
35.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
40.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
45.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
50.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
55.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
60.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
65.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
70.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
75.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
80.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
85.	* .0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

```
  90.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .0    .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .0    .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .0    .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .0    .0    .0    .0    .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.2    .0    .0    .0    .0    .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.2    .0    .0    .0    .0    .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.1    .0    .0    .0    .0    .0    .0    .0
 135.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.1    .0    .0    .0    .0    .0    .0    .0
 140.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.1    .0    .0    .0    .0    .0    .0    .0
 145.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.1    .0    .0    .0    .0    .0    .0    .0
 150.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .0    .0
 155.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .0    .0
 160.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .0    .0
 165.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .1    .0
 170.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .1    .1    .2
 175.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .1    .2
 180.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .2    .2
 185.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .2    .3    .3
 190.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .4    .3
 195.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .3    .3
 200.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .3    .3
 205.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .4    .2    .3
```


JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group B

```
 WIND  * CONCENTRATION
 ANGLE *      (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3
.0    .0    .0    .0    .0    .4    .2    .3
 215.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3
```

```
.0    .0    .0    .0    .0    .2    .2    .3
 220.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3
.0    .0    .0    .0    .0    .3    .2    .3
 225.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .2    .3
 230.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .2    .3
 235.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .2    .3
 240.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .2    .3
 245.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.0    .0    .0    .0    .0    .3    .2    .3
 250.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.0    .0    .0    .0    .0    .3    .2    .3
 255.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.0    .0    .0    .0    .0    .3    .2    .3
 260.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 265.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .2    .2    .3
 270.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .2
 275.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .2
 280.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 285.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 290.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .3    .2    .3
 295.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .3    .2    .3
 300.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .3    .2    .3
 305.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .3    .3    .3
 310.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .3    .3
 315.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .3    .3
 320.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .3    .3
 325.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .3    .3
 330.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .3    .3
 335.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .3    .4
 340.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .3    .3
 345.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .4    .3    .3
 350.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .2    .2    .3
 355.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .2    .1    .1
 360.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .1    .1    .1

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3
```

```
.2    .3    .2    .0    .0    .4    .4    .4
 DEGR. *  175     0     0     0     0     0     0     0     0     0     0   210
115    50     0     0     0   205   190   335
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THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC1 .

```
                                        FrontB_F
'CO 2015 PM Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_B1    '       5141    4865    6
'REC    S_B2    '       5290    4880    6
'REC    S_B3    '       5448    4901    6
'REC    S_B4    '       5360    4858    6
'REC    S_B5    '       4950    4886    6
'REC    S_B6    '       4702    5055    6
'REC    S_B7    '       4731    5090    6
'REC    S_B8    '       4857    4993    6
'REC    S_B9    '       4912    5060    6
'REC    S_B10   '       4926    5089    6
'REC    S_B11   '       4731    5121    6
'REC    S_B12   '       5270    5076    6
'REC    S_B13   '       5423    5097    6
'REC    S_B14   '       5435    5060    6
'REC    S_B15   '       5275    5041    6
'REC    S_B16   '       4936    5244    6
'REC    S_B17   '       4939    5277    6
'REC    S_B18   '       5129    4945    6
'REC    S_B19   '       5122    5020    6
'REC    S_B20   '       5116    5062    6
'Front&Bay St Intersections Group B'    92  1  0  'C'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 3.44 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 50. 3.32 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 66. 3.32 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 3.32 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 93. 3.45 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 93. 3.45 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 93 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 27. 3.45 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 118. 3.45 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 45. 3.73 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 22. 3.70 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 3.44 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 27. 3.44 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 3.46 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 426 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 3.46 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 426 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 3.46 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 453 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 3.46 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 3.46 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 3.46 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 3.46 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 3.46 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 3.46 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 438. 3.76 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 438. 3.76 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 438. 3.76 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 438. 3.76 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 438. 3.76 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 438. 3.76 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 438 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 3.76 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 466 36.74 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 3.76 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 466 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 508. 3.76 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 3.32 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 3.32 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 3.32 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 102 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 3.44 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 3.44 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 3.44 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 100 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 3.44 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 3.44 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 3.44 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 3.44 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 54. 3.45 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 54. 3.45 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 54. 3.45 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 54 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 128. 3.45 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 128. 3.45 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 128. 3.45 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 128. 3.45 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 128 36.74 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 811. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 811 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
811. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 838.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 838 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 727.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 727.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 727.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 734. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 734 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 734.
3.32 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 734 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 821. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 821 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 821.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 821 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 790.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 790 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 790.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 790 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 807.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 807 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 799. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 58.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 70.
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3.46 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 74. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 25. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 75. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 53. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group C

DATE : 4/24/ 6
TIME : 17:28:28

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	3.4	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	50.	3.3	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	66.	3.3	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	3.3	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	93.	3.5	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	93.	3.5	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5343.9	4346.0	*	36.	260.	AG	77.	100.0	.0	12.0	.33	1.8
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	27.	3.5	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	118.	3.5	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	45.	3.7	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	22.	3.7	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	3.4	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	27.	3.4	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	426.	3.5	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5779.6	4235.4	*	42.	351.	AG	20.	100.0	.0	12.0	.35	2.1
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	426.	3.5	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.0	4756.5	*	42.	352.	AG	20.	100.0	.0	12.0	.35	2.1
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	453.	3.5	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5672.4	4946.1	*	45.								

```
352. AG     20. 100.0     .0 12.0  .38   2.3
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    427.   3.5     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    427.   3.5     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    427.   3.5     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    427.   3.5     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    427.   3.5     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    427.   3.5     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    438.   3.8     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    438.   3.8     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    438.   3.8     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    438.   3.8     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    438.   3.8     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    438.   3.8     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.1    5236.9 *      43.
181. AG     20. 100.0     .0 12.0  .36   2.2
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    466.   3.8     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5643.3    5083.6 *      46.
172. AG     20. 100.0     .0 12.0  .39   2.3
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    466.   3.8     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5668.5    4904.6 *      46.
172. AG     20. 100.0     .0 12.0  .39   2.3
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    508.   3.8     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG    102.   3.3     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG    102.   3.3     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG    102.   3.3     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5479.5    5080.6 *      39.
80. AG     77. 100.0     .0 12.0  .36   2.0
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    100.   3.4     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    100.   3.4     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    100.   3.4     .0 32.0
```


JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group C

DATE : 4/24/ 6
TIME : 17:28:28

LINK VARIABLES

```
        LINK DESCRIPTION      *          LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
```

```
                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
     45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5243.9    5060.2 *      38.
264. AG     77. 100.0    .0 12.0  .35   1.9
     46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.   3.4    .0 32.0
     47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.   3.4    .0 32.0
     48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.   3.4    .0 32.0
     49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.   3.4    .0 32.0
     50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     54.   3.5    .0 32.0
     51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     54.   3.5    .0 32.0
     52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     54.   3.5    .0 32.0
     53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4947.7    4646.2 *      21.
89. AG     77. 100.0    .0 12.0  .19   1.0
     54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG    128.   3.5    .0 32.0
     55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG    128.   3.5    .0 32.0
     56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG    128.   3.5    .0 32.0
     57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG    128.   3.5    .0 32.0
     58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5509.7    4694.6 *      49.
83. AG     77. 100.0    .0 12.0  .45   2.5
     59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    811.   3.5    .0 32.0
     60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5257.7    4271.5 *      80.
335. AG     20. 100.0    .0 12.0  .67   4.1
     61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    811.   3.5    .0 32.0
     62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    838.   3.5    .0 32.0
     63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5191.1    4475.3 *      82.
350. AG     20. 100.0    .0 12.0  .69   4.2
     64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    727.   3.5    .0 32.0
     65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5152.4    4704.6 *      72.
351. AG     20. 100.0    .0 12.0  .60   3.6
     66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    727.   3.3    .0 32.0
     67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5120.0    4905.7 *      72.
351. AG     20. 100.0    .0 12.0  .60   3.6
     68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    727.   3.3    .0 32.0
     69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5109.6    4996.2 *      72.
354. AG     20. 100.0    .0 12.0  .60   3.6
     70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    734.   3.3    .0 32.0
     71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5097.5    5102.7 *      72.
353. AG     20. 100.0    .0 12.0  .61   3.7
     72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    734.   3.3    .0 32.0
     73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5097.4    5288.0 *      72.
11. AG     20. 100.0    .0 12.0  .61   3.7
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     74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    821.   3.4    .0 32.0
     75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5116.5    5471.1 *      81.
193. AG     20. 100.0    .0 12.0  .68   4.1
     76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    821.   3.4    .0 32.0
     77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.8    5167.6 *      81.
174. AG     20. 100.0    .0 12.0  .68   4.1
     78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    790.   3.7    .0 32.0
     79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.9    4986.0 *      78.
172. AG     20. 100.0    .0 12.0  .65   3.9
     80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    790.   3.7    .0 32.0
     81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.7    4866.3 *      78.
171. AG     20. 100.0    .0 12.0  .65   3.9
     82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.   3.7    .0 32.0
     83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG     20. 100.0    .0 12.0  .65   3.9
     84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    807.   3.7    .0 32.0
     85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.9    4598.6 *      79.
171. AG     20. 100.0    .0 12.0  .67   4.0
     86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    799.   3.7    .0 32.0
     87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     58.   3.8    .0 32.0
     88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     70.   3.5    .0 32.0
     89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     74.   3.5    .0 32.0
     90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     25.   3.8    .0 32.0
     91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     75.   3.5    .0 32.0
     92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     53.   3.8    .0 32.0
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JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group C

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ADDITIONAL QUEUE LINK PARAMETERS

```
        LINK DESCRIPTION      *    CYCLE    RED     CLEARANCE  APPROACH  SATURATION
 IDLE   SIGNAL   ARRIVAL
                              *    LENGTH   TIME    LOST TIME   VOL      FLOW RATE
EM FAC   TYPE     RATE
                              *     (SEC)   (SEC)    (SEC)     (VPH)      (VPH)
(gm/hr)

------------------------*-------------------------------------------------------------
---------------------
      7. L19Q CROSS ST WB 2-3*      90       70       2.0        93        1600
36.74      1        3
     15. L43Q FRONT ST NB 1-2*      90       18       2.0       426        1600
36.74      1        3
     17. L3Q FRONT ST NB 2-2A*      90       18       2.0       426        1600
36.74      1        3
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  19. L44Q FRONT ST NB 2A-*      90       18       2.0       453       1600
36.74     1         3
  32. L84Q FRONT SB 1-2   *      90       18       2.0       438       1600
36.74     1         3
  34. L85Q FRONT SB 2-3   *      90       18       2.0       466       1600
36.74     1         3
  36. L86Q EFRONT SB 3-4  *      90       18       2.0       466       1600
36.74     1         3
  41. L52Q WAVE ST EB 3-4 *      90       70       2.0       102       1600
36.74     1         3
  45. L55Q WAVE WB-Roadway*      90       70       2.0       100       1600
36.74     1         3
  53. L68Q PROSPECT EB-Roa*      90       70       2.0        54       1600
36.74     1         3
  58. L72Q PROSPECT EB-Roa*      90       70       2.0       128       1600
36.74     1         3
  60. L105Q BAY ST NB-BAY *      90       18       2.0       811       1600
36.74     1         3
  63. L107Q BAY ST NB-BAY *      90       18       2.0       838       1600
36.74     1         3
  65. L108Q BAY ST NB-BAY *      90       18       2.0       727       1600
36.74     1         3
  67. L109Q BAY ST NB-BAY *      90       18       2.0       727       1600
36.74     1         3
  69. L110Q BAY ST NB-BAY *      90       18       2.0       727       1600
36.74     1         3
  71. L111Q BAY ST NB-BAY *      90       18       2.0       734       1600
36.74     1         3
  73. L112Q BAY ST NB-BAY *      90       18       2.0       734       1600
36.74     1         3
  75. L119Q BAY SB-BAY ST *      90       18       2.0       821       1600
36.74     1         3
  77. L120Q BAY SB-BAY ST *      90       18       2.0       821       1600
36.74     1         3
  79. L121Q BAY SB-BAY ST *      90       18       2.0       790       1600
36.74     1         3
  81. L122Q BAY SB-BAY ST *      90       18       2.0       790       1600
36.74     1         3
  83. L123Q BAY SB-BAY ST *      90       18       2.0       780       1600
36.74     1         3
  85. L124Q BAY SB-BAY ST *      90       18       2.0       807       1600
36.74     1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_C1	5103.0	5145.0	6.0
2. REC S_C2	5091.0	5239.0	6.0
3. REC S_C3	5156.0	5469.0	6.0
4. REC S_C4	5202.0	5629.0	6.0
5. REC S_C5	5105.0	5571.0	6.0
6. REC S_C6	5099.0	5500.0	6.0
7. REC S_C7	5070.0	5369.0	6.0
8. REC S_C8	5047.0	5255.0	6.0
9. REC S_C9	5054.0	5211.0	6.0
10. REC S_C10	5065.0	5135.0	6.0
11. REC S_C11	5069.0	5066.0	6.0
12. REC S_C12	5067.0	5030.0	6.0
13. REC S_C13	5078.0	4987.0	6.0
14. REC S_C14	5084.0	4943.0	6.0
15. REC S_C15	5155.0	4814.0	6.0

16.	REC	S_C16	*	5159.0	4748.0	6.0	*
17.	REC	S_C17	*	5738.0	4934.0	6.0	*
18.	REC	S_C18	*	5841.0	4239.0	6.0	*
19.	REC	S_C19	*	5807.0	4467.0	6.0	*
20.	REC	S_C20	*	5773.0	4750.0	6.0	*

JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group C

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.	*	.3	.5	.0	.0	.0	.0	.0	.0	.2	.4	.2	.1	.3	.3	.0	.1	.0	.0	.0	.0
5.	*	.3	.5	.0	.0	.0	.0	.0	.0	.2	.5	.3	.2	.3	.3	.0	.0	.0	.0	.0	.0
10.	*	.2	.5	.0	.0	.0	.0	.1	.1	.3	.6	.3	.2	.4	.3	.0	.0	.0	.0	.0	.0
15.	*	.0	.4	.0	.0	.0	.0	.1	.1	.3	.5	.3	.2	.3	.3	.0	.0	.0	.0	.0	.0
20.	*	.0	.3	.0	.0	.0	.0	.1	.3	.3	.4	.3	.3	.3	.2	.0	.0	.0	.0	.0	.0
25.	*	.0	.2	.0	.0	.0	.1	.1	.3	.3	.2	.2	.3	.3	.2	.0	.0	.0	.0	.0	.0
30.	*	.0	.2	.0	.0	.0	.1	.2	.3	.4	.2	.2	.3	.2	.2	.0	.0	.0	.0	.0	.0
35.	*	.0	.2	.0	.0	.0	.1	.2	.3	.3	.2	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0
40.	*	.0	.1	.0	.0	.0	.1	.2	.2	.3	.2	.2	.2	.3	.2	.0	.0	.0	.0	.0	.0
45.	*	.0	.1	.0	.0	.0	.1	.2	.2	.3	.2	.2	.2	.3	.2	.0	.0	.0	.0	.0	.0
50.	*	.0	.0	.0	.0	.0	.2	.2	.2	.3	.2	.2	.2	.3	.2	.0	.0	.0	.0	.0	.0
55.	*	.0	.0	.0	.0	.0	.2	.2	.2	.3	.2	.2	.2	.3	.2	.0	.0	.0	.0	.0	.0
60.	*	.0	.0	.0	.0	.0	.2	.2	.2	.3	.2	.2	.2	.3	.2	.0	.0	.0	.0	.0	.0
65.	*	.0	.1	.0	.0	.0	.1	.2	.2	.3	.2	.2	.2	.3	.2	.0	.0	.0	.0	.0	.0
70.	*	.0	.0	.0	.0	.0	.1	.2	.2	.3	.2	.2	.2	.3	.2	.0	.0	.0	.0	.0	.0
75.	*	.0	.0	.0	.0	.0	.1	.2	.2	.2	.2	.2	.1	.2	.2	.0	.0	.0	.0	.0	.0
80.	*	.0	.0	.0	.0	.0	.1	.2	.2	.2	.2	.2	.1	.2	.2	.0	.0	.0	.0	.0	.0
85.	*	.0	.0	.0	.0	.0	.1	.2	.2	.2	.2	.2	.1	.2	.2	.0	.0	.0	.0	.0	.0

```
  90.  *    .0    .0    .0    .0    .0    .1    .2    .2    .3    .2    .2    .1
.2    .2    .0    .0    .0    .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .2    .2    .2    .3    .2    .2    .1
.2    .2    .0    .0    .0    .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .2    .2    .2    .3    .2    .2    .1
.2    .2    .0    .0    .0    .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .2    .2    .2    .3    .2    .2    .2
.2    .2    .0    .0    .0    .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .2    .2    .1    .3    .2    .2    .2
.2    .1    .0    .0    .0    .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .2    .2    .2    .3    .2    .2    .2
.2    .2    .0    .0    .0    .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .2    .2    .2    .3    .2    .3    .2
.2    .2    .0    .0    .0    .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .2    .2    .1    .3    .2    .3    .3
.2    .2    .0    .0    .0    .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .2    .2    .2    .3    .2    .3    .3
.2    .3    .0    .0    .0    .0    .0    .0
 135.  *    .0    .0    .0    .0    .1    .2    .2    .2    .3    .2    .2    .2
.2    .3    .0    .0    .0    .0    .0    .0
 140.  *    .0    .0    .0    .0    .1    .2    .2    .3    .3    .2    .3    .2
.2    .3    .0    .0    .0    .0    .0    .0
 145.  *    .0    .1    .0    .0    .1    .2    .2    .3    .3    .2    .3    .2
.3    .3    .0    .0    .0    .0    .0    .0
 150.  *    .0    .1    .0    .0    .1    .2    .2    .3    .4    .2    .4    .2
.2    .4    .0    .0    .0    .0    .0    .0
 155.  *    .1    .1    .0    .0    .1    .2    .2    .4    .3    .3    .4    .2
.2    .4    .0    .0    .0    .0    .0    .0
 160.  *    .1    .2    .0    .0    .2    .2    .2    .4    .3    .4    .4    .2
.2    .4    .0    .1    .0    .0    .0    .0
 165.  *    .1    .2    .0    .0    .2    .2    .2    .2    .3    .2    .2    .2
.2    .2    .0    .1    .0    .0    .0    .0
 170.  *    .1    .3    .0    .0    .2    .2    .2    .1    .2    .2    .1    .0
.2    .1    .1    .3    .0    .0    .0    .0
 175.  *    .2    .4    .0    .0    .2    .3    .2    .1    .1    .2    .1    .0
.1    .1    .2    .3    .0    .0    .0    .0
 180.  *    .3    .4    .0    .0    .2    .2    .2    .1    .1    .1    .1    .0
.0    .0    .3    .4    .0    .0    .0    .0
 185.  *    .4    .4    .0    .0    .2    .2    .1    .0    .0    .1    .0    .0
.0    .0    .3    .4    .0    .0    .0    .0
 190.  *    .4    .4    .1    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .2    .4    .0    .0    .0    .0
 195.  *    .2    .4    .1    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .2    .3    .0    .0    .0    .0
 200.  *    .2    .4    .2    .2    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 205.  *    .2    .5    .2    .1    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
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JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group C

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 WIND  * CONCENTRATION
 ANGLE *      (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .2    .4    .2    .1    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 215.  *    .2    .4    .2    .1    .0    .0    .0    .0    .0    .0    .0    .0
```

```
.0    .0    .2    .2    .0    .0    .0    .0
 220.  *    .2    .4    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 225.  *    .2    .4    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 230.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 235.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 240.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 245.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 250.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 255.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 260.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .2    .0    .0    .0    .0
 265.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .2    .0    .0    .0    .0
 270.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 275.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 280.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 285.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 290.  *    .2    .2    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 295.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 300.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 305.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .3    .0    .0    .0    .0
 310.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .3    .0    .0    .0    .0
 315.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .3    .3    .0    .0    .0    .0
 320.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 325.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .3    .2    .0    .0    .0    .0
 330.  *    .3    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .3    .3    .0    .0    .0    .0
 335.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .3    .3    .0    .0    .0    .0
 340.  *    .2    .3    .2    .0    .0    .0    .0    .0    .0    .1    .0    .0
.0    .0    .2    .3    .0    .0    .0    .0
 345.  *    .2    .3    .0    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .1    .1    .2    .0    .0    .0    .0
 350.  *    .3    .3    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.2    .1    .0    .2    .0    .0    .0    .0
 355.  *    .3    .4    .0    .0    .0    .0    .0    .0    .1    .2    .1    .1
.2    .2    .0    .1    .0    .0    .0    .0
 360.  *    .3    .5    .0    .0    .0    .0    .0    .0    .2    .4    .2    .1
.3    .3    .0    .1    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
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 MAX   *    .4    .5    .2    .2    .2    .3    .2    .4    .4    .6    .4    .3
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.4     .4     .3     .4     .0     .0     .0     .0
 DEGR. *  185     0   200   200   160   175    30   155    30    10   150    20
10   150   180   180     0     0     0     0
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THE HIGHEST CONCENTRATION OF .60 PPM OCCURRED AT RECEPTOR REC10.

```
                                        FrontC_F
'CO 2015 PM Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_C1    '        5103    5145    6
'REC    S_C2    '        5091    5239    6
'REC    S_C3    '        5156    5469    6
'REC    S_C4    '        5202    5629    6
'REC    S_C5    '        5105    5571    6
'REC    S_C6    '        5099    5500    6
'REC    S_C7    '        5070    5369    6
'REC    S_C8    '        5047    5255    6
'REC    S_C9    '        5054    5211    6
'REC    S_C10   '        5065    5135    6
'REC    S_C11   '        5069    5066    6
'REC    S_C12   '        5067    5030    6
'REC    S_C13   '        5078    4987    6
'REC    S_C14   '        5084    4943    6
'REC    S_C15   '        5155    4814    6
'REC    S_C16   '        5159    4748    6
'REC    S_C17   '        5738    4934    6
'REC    S_C18   '        5841    4239    6
'REC    S_C19   '        5807    4467    6
'REC    S_C20   '        5773    4750    6
'Front&Bay St Intersections Group C'    92  1  0  'C'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 3.44 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 50. 3.32 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 66. 3.32 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 3.32 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 93. 3.45 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 93. 3.45 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 93 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 27. 3.45 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 118. 3.45 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 45. 3.73 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 22. 3.70 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 3.44 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 27. 3.44 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 3.46 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 426 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 3.46 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 426 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 3.46 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 453 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 3.46 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 3.46 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 3.46 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 3.46 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 3.46 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 3.46 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 438. 3.76 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 438. 3.76 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 438. 3.76 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 438. 3.76 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 438. 3.76 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 438. 3.76 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 438 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 3.76 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 466 36.74 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 3.76 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 466 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 508. 3.76 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 3.32 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 3.32 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 3.32 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 102 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 3.44 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 3.44 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 3.44 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 100 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 3.44 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 3.44 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 3.44 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 3.44 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 54. 3.45 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 54. 3.45 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 54. 3.45 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 54 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 128. 3.45 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 128. 3.45 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 128. 3.45 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 128. 3.45 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 128 36.74 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 811. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 811 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
811. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 838.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 838 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 727.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 727.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 727.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 734. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 734 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 734.
3.32 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 734 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 821. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 821 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 821.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 821 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 790.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 790 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 790.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 790 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 807.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 807 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 799. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 58.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 70.
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3.46 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 74. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 25. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 75. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 53. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

DATE : 4/24/ 6
TIME : 17:29:10

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	3.4	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	50.	3.3	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	66.	3.3	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	3.3	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	93.	3.5	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	93.	3.5	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5343.9	4346.0	*	36.	260.	AG	77.	100.0	.0	12.0	.33	1.8
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	27.	3.5	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	118.	3.5	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	45.	3.7	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	22.	3.7	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	3.4	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	27.	3.4	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	426.	3.5	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5779.6	4235.4	*	42.	351.	AG	20.	100.0	.0	12.0	.35	2.1
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	426.	3.5	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.0	4756.5	*	42.	352.	AG	20.	100.0	.0	12.0	.35	2.1
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	453.	3.5	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5672.4	4946.1	*	45.								

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352. AG     20. 100.0     .0 12.0  .38   2.3
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    427.   3.5     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    427.   3.5     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    427.   3.5     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    427.   3.5     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    427.   3.5     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    427.   3.5     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    438.   3.8     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    438.   3.8     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    438.   3.8     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    438.   3.8     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    438.   3.8     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    438.   3.8     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.1    5236.9 *      43.
181. AG     20. 100.0     .0 12.0  .36   2.2
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    466.   3.8     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5643.3    5083.6 *      46.
172. AG     20. 100.0     .0 12.0  .39   2.3
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    466.   3.8     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5668.5    4904.6 *      46.
172. AG     20. 100.0     .0 12.0  .39   2.3
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    508.   3.8     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG    102.   3.3     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG    102.   3.3     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG    102.   3.3     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5479.5    5080.6 *      39.
80. AG     77. 100.0     .0 12.0  .36   2.0
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    100.   3.4     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    100.   3.4     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    100.   3.4     .0 32.0
```


JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

DATE : 4/24/ 6
TIME : 17:29:10

LINK VARIABLES

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        LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *    X1          Y1          X2          Y2      *      (FT)
(DEG)              (G/MI)  (FT) (FT)          (VEH)

-----------------------*----------------------------------------*----------------
---------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0     5064.0     5243.9     5060.2 *       38.
264. AG     77. 100.0    .0 12.0  .35   1.9
      46. L56 WAVE WB-Roadway3*   5122.0     5048.0     5059.0     5054.0 *       63.
275. AG     11.   3.4    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0     5054.0     4893.0     5082.0 *      168.
280. AG     11.   3.4    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0     5082.0     4728.0     5110.0 *      167.
280. AG     11.   3.4    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0     5110.0     4655.0     5135.0 *       77.
289. AG     11.   3.4    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0     4862.0     4768.0     4754.0 *      193.
124. AG     54.   3.5    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0     4754.0     4927.0     4646.0 *      192.
124. AG     54.   3.5    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0     4646.0     5124.0     4648.0 *      197.
89. AG     54.   3.5    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0     4646.0     4947.7     4646.2 *       21.
89. AG     77. 100.0    .0 12.0  .19   1.0
      54. L69 PROSPECT EB-Road*   5124.0     4648.0     5188.0     4648.0 *       64.
90. AG    128.   3.5    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0     4648.0     5325.0     4669.0 *      139.
81. AG    128.   3.5    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0     4669.0     5461.0     4689.0 *      137.
82. AG    128.   3.5    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0     4689.0     5677.0     4714.0 *      217.
83. AG    128.   3.5    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0     4689.0     5509.7     4694.6 *       49.
83. AG     77. 100.0    .0 12.0  .45   2.5
      59. L105 BAY ST NB-BAY S*   5291.0     4199.0     5235.0     4321.0 *      134.
335. AG    811.   3.5    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0     4199.0     5257.7     4271.5 *       80.
335. AG     20. 100.0    .0 12.0  .67   4.1
      61. L106 BAY ST NB-BAY S*   5235.0     4321.0     5205.0     4394.0 *       79.
338. AG    811.   3.5    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0     4394.0     5164.0     4634.0 *      243.
350. AG    838.   3.5    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0     4394.0     5191.1     4475.3 *       82.
350. AG     20. 100.0    .0 12.0  .69   4.2
      64. L108 BAY ST NB-BAY S*   5164.0     4634.0     5131.0     4835.0 *      204.
351. AG    727.   3.5    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0     4634.0     5152.4     4704.6 *       72.
351. AG     20. 100.0    .0 12.0  .60   3.6
      66. L109 BAY ST NB-BAY S*   5131.0     4835.0     5117.0     4925.0 *       91.
351. AG    727.   3.3    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0     4835.0     5120.0     4905.7 *       72.
351. AG     20. 100.0    .0 12.0  .60   3.6
      68. L110 BAY ST NB-BAY S*   5117.0     4925.0     5106.0     5031.0 *      107.
354. AG    727.   3.3    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0     4925.0     5109.6     4996.2 *       72.
354. AG     20. 100.0    .0 12.0  .60   3.6
      70. L111 BAY ST NB-BAY S*   5106.0     5031.0     5084.0     5217.0 *      187.
353. AG    734.   3.3    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0     5031.0     5097.5     5102.7 *       72.
353. AG     20. 100.0    .0 12.0  .61   3.7
      72. L112 BAY ST NB-BAY S*   5084.0     5217.0     5139.0     5508.0 *      296.
11. AG    734.   3.3    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0     5217.0     5097.4     5288.0 *       72.
11. AG     20. 100.0    .0 12.0  .61   3.7
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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    821.   3.4    .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5116.5    5471.1 *      81.
193. AG     20. 100.0    .0 12.0  .68   4.1
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    821.   3.4    .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.8    5167.6 *      81.
174. AG     20. 100.0    .0 12.0  .68   4.1
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    790.   3.7    .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.9    4986.0 *      78.
172. AG     20. 100.0    .0 12.0  .65   3.9
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    790.   3.7    .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.7    4866.3 *      78.
171. AG     20. 100.0    .0 12.0  .65   3.9
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.   3.7    .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG     20. 100.0    .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    807.   3.7    .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.9    4598.6 *      79.
171. AG     20. 100.0    .0 12.0  .67   4.0
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    799.   3.7    .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     58.   3.8    .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     70.   3.5    .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     74.   3.5    .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     25.   3.8    .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     75.   3.5    .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     53.   3.8    .0 32.0
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JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

DATE : 4/24/ 6
TIME : 17:29:10

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
7. L19Q CROSS ST WB 2-3*	90	70	2.0	93	1600	36.74	1	3
15. L43Q FRONT ST NB 1-2*	90	18	2.0	426	1600	36.74	1	3
17. L3Q FRONT ST NB 2-2A*	90	18	2.0	426	1600	36.74	1	3

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     19. L44Q FRONT ST NB 2A-*      90        18        2.0        453        1600
36.74     1         3
     32. L84Q FRONT SB 1-2   *      90        18        2.0        438        1600
36.74     1         3
     34. L85Q FRONT SB 2-3   *      90        18        2.0        466        1600
36.74     1         3
     36. L86Q EFRONT SB 3-4  *      90        18        2.0        466        1600
36.74     1         3
     41. L52Q WAVE ST EB 3-4 *      90        70        2.0        102        1600
36.74     1         3
     45. L55Q WAVE WB-Roadway*      90        70        2.0        100        1600
36.74     1         3
     53. L68Q PROSPECT EB-Roa*      90        70        2.0         54        1600
36.74     1         3
     58. L72Q PROSPECT EB-Roa*      90        70        2.0        128        1600
36.74     1         3
     60. L105Q BAY ST NB-BAY *      90        18        2.0        811        1600
36.74     1         3
     63. L107Q BAY ST NB-BAY *      90        18        2.0        838        1600
36.74     1         3
     65. L108Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     67. L109Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     69. L110Q BAY ST NB-BAY *      90        18        2.0        727        1600
36.74     1         3
     71. L111Q BAY ST NB-BAY *      90        18        2.0        734        1600
36.74     1         3
     73. L112Q BAY ST NB-BAY *      90        18        2.0        734        1600
36.74     1         3
     75. L119Q BAY SB-BAY ST *      90        18        2.0        821        1600
36.74     1         3
     77. L120Q BAY SB-BAY ST *      90        18        2.0        821        1600
36.74     1         3
     79. L121Q BAY SB-BAY ST *      90        18        2.0        790        1600
36.74     1         3
     81. L122Q BAY SB-BAY ST *      90        18        2.0        790        1600
36.74     1         3
     83. L123Q BAY SB-BAY ST *      90        18        2.0        780        1600
36.74     1         3
     85. L124Q BAY SB-BAY ST *      90        18        2.0        807        1600
36.74     1         3
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_D1	5707.0	5126.0	6.0
2. REC S_D2	5606.0	5231.0	6.0
3. REC S_D3	5530.0	5430.0	6.0
4. REC S_D4	5618.0	5138.0	6.0
5. REC S_D5	5624.0	5089.0	6.0
6. REC S_D6	5674.0	4742.0	6.0
7. REC S_D7	5681.0	4702.0	6.0
8. REC S_D8	5756.0	4221.0	6.0
9. REC S_D9	5638.0	4950.0	6.0
10. REC S_D10	5643.0	4900.0	6.0
11. REC S_D11	5567.0	4886.0	6.0
12. REC S_D12	5686.0	5248.0	6.0
13. REC S_D13	5662.0	5428.0	6.0
14. REC S_D14	5638.0	5601.0	6.0
15. REC S_D15	5662.0	5733.0	6.0

16.	REC	S_D16	*	5758.0	6003.0	6.0	*
17.	REC	S_D17	*	5704.0	6011.0	6.0	*
18.	REC	S_D18	*	5606.0	5754.0	6.0	*
19.	REC	S_D19	*	5581.0	5582.0	6.0	*
20.	REC	S_D20	*	5600.0	5429.0	6.0	*

JOB: CO 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

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	.1	.1	.2	.3	.1	.1	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1
5.	*	.0	.1	.0	.1	.1	.2	.3	.3	.1	.1	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1
10.	*	.0	.1	.0	.1	.2	.2	.3	.2	.1	.2	.0	.0	.0	.1	.2	.0	.0	.0	.1	.1
15.	*	.0	.1	.0	.1	.3	.2	.2	.2	.2	.1	.0	.0	.0	.0	.1	.0	.0	.0	.1	.1
20.	*	.0	.0	.0	.1	.2	.2	.2	.2	.2	.1	.0	.0	.0	.0	.1	.0	.0	.0	.2	.1
25.	*	.0	.0	.0	.2	.2	.2	.2	.2	.2	.1	.0	.0	.0	.0	.0	.0	.1	.1	.3	.1
30.	*	.0	.0	.0	.2	.3	.2	.2	.2	.2	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1
35.	*	.0	.0	.0	.2	.3	.2	.1	.2	.1	.1	.0	.0	.0	.0	.0	.0	.1	.2	.1	.1
40.	*	.0	.0	.0	.1	.3	.1	.1	.2	.1	.1	.0	.0	.0	.0	.0	.0	.1	.2	.1	.1
45.	*	.0	.0	.0	.1	.3	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1
50.	*	.0	.0	.0	.1	.2	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1
55.	*	.0	.0	.0	.1	.2	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1
60.	*	.0	.0	.0	.1	.2	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
65.	*	.0	.0	.0	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
70.	*	.0	.0	.0	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
75.	*	.0	.0	.0	.1	.2	.1	.1	.1	.0	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
80.	*	.0	.0	.0	.1	.1	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
85.	*	.0	.0	.0	.1	.1	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0

```
  90.  *    .0    .0    .0    .1    .1    .0    .1    .0    .0    .1    .0    .0
.0    .0    .0    .0    .1    .0    .0    .0
  95.  *    .0    .0    .0    .1    .1    .0    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .1    .0    .0    .0
 100.  *    .0    .0    .0    .0    .1    .0    .1    .0    .0    .1    .0    .0
.0    .0    .0    .0    .1    .0    .0    .0
 105.  *    .0    .0    .0    .0    .1    .0    .1    .0    .0    .1    .0    .0
.0    .0    .0    .0    .1    .0    .0    .0
 110.  *    .0    .0    .0    .0    .1    .1    .1    .0    .0    .1    .0    .0
.0    .0    .0    .0    .1    .0    .0    .1
 115.  *    .0    .0    .0    .0    .1    .1    .1    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .0    .1    .1
 120.  *    .0    .0    .0    .0    .1    .1    .1    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .0    .1    .1
 125.  *    .0    .0    .0    .0    .2    .1    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .0    .1    .1
 130.  *    .0    .0    .0    .2    .2    .1    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .0    .1    .1
 135.  *    .0    .1    .0    .2    .2    .1    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .0    .1    .1
 140.  *    .0    .1    .0    .2    .2    .1    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .1    .1    .1
 145.  *    .0    .1    .0    .2    .2    .1    .2    .0    .1    .2    .0    .0
.0    .0    .0    .0    .1    .1    .1    .1
 150.  *    .0    .1    .0    .2    .2    .2    .2    .0    .1    .2    .0    .0
.0    .0    .0    .0    .1    .1    .1    .1
 155.  *    .0    .0    .0    .2    .2    .2    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .1    .1    .1
 160.  *    .0    .0    .0    .2    .2    .2    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .2    .1    .1    .1
 165.  *    .0    .0    .0    .1    .1    .2    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .2    .1    .1    .1
 170.  *    .0    .0    .0    .1    .1    .2    .2    .0    .1    .0    .0    .0
.0    .1    .0    .0    .2    .1    .1    .0
 175.  *    .0    .0    .0    .1    .0    .1    .1    .0    .0    .0    .0    .0
.0    .1    .0    .0    .2    .1    .0    .0
 180.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .0    .0    .0
.0    .2    .0    .0    .2    .2    .0    .0
 185.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .2    .0    .0    .2    .0    .0    .0
 190.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .2    .0    .0    .2    .0    .0    .0
 195.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .2    .0    .0    .1    .0    .0    .0
 200.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .2    .0    .1    .1    .0    .0    .0
 205.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .2    .1    .2    .1    .0    .0    .0
```



```
 WIND  * CONCENTRATION
 ANGLE *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .2    .1    .2    .0    .0    .0    .0
 215.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
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```
.1    .2    .1    .2    .0    .0    .0    .0
 220.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .2    .1    .2    .0    .0    .0    .0
 225.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .2    .1    .2    .0    .0    .0    .0
 230.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .2    .2    .0    .0    .0    .0
 235.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .2    .2    .0    .0    .0    .0
 240.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
 245.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .1    .0    .0    .0    .0
 250.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .1    .0    .0    .0    .0
 255.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .1    .0    .0    .0    .0
 260.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .1    .0    .0    .0    .0    .0
 265.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .0    .0    .0    .0    .0    .0
 270.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .0    .0    .0    .0    .0    .0
 275.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 280.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 285.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 290.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 295.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .0    .0    .0    .0    .0    .0
 300.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .0    .0    .0    .0    .0    .0
 305.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .0    .0    .0    .0    .0    .0
 310.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .0    .0    .0    .0    .0    .0
 315.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .1    .0    .0    .0    .0    .0    .0
 320.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .1    .1    .0    .0    .0    .0    .0
 325.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .1    .1    .1    .0    .0    .0    .0
 330.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.2    .1    .2    .1    .0    .0    .0    .0
 335.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.2    .1    .2    .1    .0    .0    .0    .0
 340.  *    .0    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .2
.2    .1    .2    .1    .0    .0    .0    .0
 345.  *    .0    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .1
.1    .1    .2    .1    .0    .0    .0    .0
 350.  *    .0    .0    .0    .0    .0    .1    .1    .1    .0    .0    .0    .0
.1    .1    .2    .1    .0    .0    .0    .0
 355.  *    .0    .0    .0    .0    .0    .1    .1    .3    .0    .0    .0    .0
.0    .0    .2    .1    .0    .0    .0    .0
 360.  *    .0    .0    .0    .0    .1    .1    .2    .3    .1    .1    .0    .0
.0    .2    .2    .0    .0    .0    .0    .1
------*-------------------------------------------------------------------------------
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 MAX   *    .0    .1    .0    .2    .3    .2    .3    .3    .2    .2    .0    .2
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.2    .2    .2    .2    .2    .2    .3    .1
 DEGR. *    0     5     0    25    15     5     5     0    15    10     0   335
200     0     0   205   160    35    25     0
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THE HIGHEST CONCENTRATION OF .30 PPM OCCURRED AT RECEPTOR REC8 .

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                                                FrontD_F
'CO 2015 PM Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_D1    '        5707    5126    6
'REC    S_D2    '        5606    5231    6
'REC    S_D3    '        5530    5430    6
'REC    S_D4    '        5618    5138    6
'REC    S_D5    '        5624    5089    6
'REC    S_D6    '        5674    4742    6
'REC    S_D7    '        5681    4702    6
'REC    S_D8    '        5756    4221    6
'REC    S_D9    '        5638    4950    6
'REC    S_D10   '        5643    4900    6
'REC    S_D11   '        5567    4886    6
'REC    S_D12   '        5686    5248    6
'REC    S_D13   '        5662    5428    6
'REC    S_D14   '        5638    5601    6
'REC    S_D15   '        5662    5733    6
'REC    S_D16   '        5758    6003    6
'REC    S_D17   '        5704    6011    6
'REC    S_D18   '        5606    5754    6
'REC    S_D19   '        5581    5582    6
'REC    S_D20   '        5600    5429    6
'Front&Bay St Intersections Group D'    92  1  0  'C'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 3.44 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 50. 3.32 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 66. 3.32 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 3.32 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 93. 3.45 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 93. 3.45 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 93 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 27. 3.45 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 118. 3.45 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 45. 3.73 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 22. 3.70 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 3.44 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 27. 3.44 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 3.46 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 426 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 3.46 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 426 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 3.46 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 453 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 3.46 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 3.46 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 3.46 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 3.46 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 3.46 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 3.46 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 438. 3.76 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 438. 3.76 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 438. 3.76 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 438. 3.76 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 438. 3.76 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 438. 3.76 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 438 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 3.76 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 466 36.74 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 3.76 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 466 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 508. 3.76 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 3.32 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 3.32 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 3.32 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 102 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 3.44 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 3.44 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 3.44 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 100 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 3.44 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 3.44 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 3.44 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 3.44 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 54. 3.45 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 54. 3.45 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 54. 3.45 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 54 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 128. 3.45 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 128. 3.45 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 128. 3.45 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 128. 3.45 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 128 36.74 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 811. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 811 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
811. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 838.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 838 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 727.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 727.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 727.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 727 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 734. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 734 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 734.
3.32 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 734 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 821. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 821 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 821.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 821 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 790.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 790 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 790.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 790 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 807.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 807 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 799. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 58.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 70.
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3.46 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 74. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 25. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 75. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 53. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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                                        Front2
'CO 2015 AM Build Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1      '       1133    3803    6
'REC    H2      '       1059    3786    6
'REC    H3      '       1023    3868    6
'REC    H4      '       926     3899    6
'REC    H5      '       978     3762    6
'REC    H6      '       899     3738    6
'REC    H7      '       857     3729    6
'REC    H8      '       716     3681    6
'REC    H9      '       711     3624    6
'REC    H10     '       788     3645    6
'REC    H11     '       873     3673    6
'REC    H12     '       916     3685    6
'REC    H13     '       1007    3720    6
'REC    H14     '       1025    3634    6
'REC    H15     '       955     3608    6
'REC    H16     '       1135    3620    6
'REC    H17     '       1099    3714    6
'REC    H18     '       1085    3750    6
'REC    H19     '       1148    3772    6
'Front&Bay St Intersections GroupA'    34  1  0  'C'
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
      90        44      2.0 583 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
      90        44      2.0 604 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
      90        44      2.0 529 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
      90        44      2.0 529 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
```

```
       90        44      2.0 536 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        44      2.0 543 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
3.32 0. 32.
2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        44      2.0 543 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        44      2.0 799 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        44      2.0 799 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        44      2.0 763 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        44      2.0 763 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        44      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
```

```
12.0 1
       90        44      2.0 767 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
3.46 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

DATE : 4/24/ 6
TIME : 16:12:17

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	3.4	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	42.	3.3	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	58.	3.3	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	3.3	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	63.	3.5	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	63.	3.5	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5355.2	4348.0	*	24.	260.	AG	77.	100.0	.0	12.0	.22	1.2
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	21.	3.5	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	75.	3.5	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	40.	3.7	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	12.	3.7	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	3.4	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	14.	3.4	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	378.	3.5	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5780.4	4230.8	*	37.	351.	AG	20.	100.0	.0	12.0	.31	1.9
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	378.	3.5	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.7	4751.8	*	37.	352.	AG	20.	100.0	.0	12.0	.31	1.9
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	413.	3.5	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5673.0	4942.2	*	41.								

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352. AG     20. 100.0     .0 12.0  .34   2.1
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    392.   3.5     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    392.   3.5     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG     392.   3.5     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG     392.   3.5     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG     392.   3.5     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG     392.   3.5     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    323.   3.8     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    323.   3.8     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    323.   3.8     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    323.   3.8     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    323.   3.8     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    323.   3.8     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.4    5248.2 *      32.
181. AG     20. 100.0     .0 12.0  .27   1.6
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    360.   3.8     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5641.9    5093.9 *      35.
172. AG     20. 100.0     .0 12.0  .30   1.8
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    360.   3.8     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5667.0    4914.9 *      35.
172. AG     20. 100.0     .0 12.0  .30   1.8
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    417.   3.8     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     89.   3.3     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     89.   3.3     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     89.   3.3     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5474.6    5079.8 *      34.
80. AG     77. 100.0     .0 12.0  .31   1.7
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    73.   3.4     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    73.   3.4     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    73.   3.4     .0 32.0
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PAGE 2

JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

DATE : 4/24/ 6
TIME : 16:12:17

LINK VARIABLES

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        LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *    X1         Y1         X2         Y2     *     (FT)
(DEG)              (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
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      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5254.2    5061.2 *      28.
264. AG     77. 100.0    .0 12.0  .26   1.4
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.   3.4    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.   3.4    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.   3.4    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.   3.4    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     46.   3.5    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     46.   3.5    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     46.   3.5    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4944.6    4646.2 *      18.
89. AG     77. 100.0    .0 12.0  .16    .9
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG     92.   3.5    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG     92.   3.5    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG     92.   3.5    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG     92.   3.5    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5496.0    4693.0 *      35.
83. AG     77. 100.0    .0 12.0  .32   1.8
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    583.   3.5    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5267.1    4251.2 *      57.
335. AG     20. 100.0    .0 12.0  .48   2.9
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    583.   3.5    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    604.   3.5    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5195.0    4452.6 *      59.
350. AG     20. 100.0    .0 12.0  .50   3.0
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    529.   3.5    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5155.6    4685.4 *      52.
351. AG     20. 100.0    .0 12.0  .44   2.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    529.   3.3    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5123.0    4886.4 *      52.
351. AG     20. 100.0    .0 12.0  .44   2.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    536.   3.3    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5111.6    4977.5 *      53.
354. AG     20. 100.0    .0 12.0  .44   2.7
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    543.   3.3    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5099.7    5084.1 *      53.
353. AG     20. 100.0    .0 12.0  .45   2.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    543.   3.3    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5093.9    5269.5 *      53.
11. AG     20. 100.0    .0 12.0  .45   2.7
```

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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    799.   3.4    .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5117.0    5473.2 *      79.
193. AG     20. 100.0    .0 12.0  .66   4.0
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    799.   3.4    .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.6    5169.7 *      79.
174. AG     20. 100.0    .0 12.0  .66   4.0
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    763.   3.7    .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.5    4988.6 *      75.
172. AG     20. 100.0    .0 12.0  .63   3.8
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    763.   3.7    .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.3    4868.9 *      75.
171. AG     20. 100.0    .0 12.0  .63   3.8
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.   3.7    .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG     20. 100.0    .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    767.   3.7    .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.3    4602.5 *      75.
171. AG     20. 100.0    .0 12.0  .63   3.8
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    776.   3.7    .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     57.   3.8    .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     35.   3.5    .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     42.   3.5    .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     10.   3.8    .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     63.   3.5    .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     47.   3.8    .0 32.0
```


JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

DATE : 4/24/ 6
TIME : 16:12:17

ADDITIONAL QUEUE LINK PARAMETERS

```
        LINK DESCRIPTION      *    CYCLE    RED     CLEARANCE  APPROACH  SATURATION
 IDLE   SIGNAL   ARRIVAL
                              *    LENGTH   TIME    LOST TIME   VOL      FLOW RATE
EM FAC   TYPE     RATE
                              *     (SEC)   (SEC)    (SEC)      (VPH)      (VPH)
(gm/hr)

------------------------*-------------------------------------------------------------
---------------------
      7. L19Q CROSS ST WB 2-3*      90       70       2.0        63        1600
36.74      1        3
     15. L43Q FRONT ST NB 1-2*      90       18       2.0       378        1600
36.74      1        3
     17. L3Q FRONT ST NB 2-2A*      90       18       2.0       378        1600
36.74      1        3
```

```
     19. L44Q FRONT ST NB 2A-*      90       18       2.0       413       1600
36.74     1         3
     32. L84Q FRONT SB 1-2   *      90       18       2.0       323       1600
36.74     1         3
     34. L85Q FRONT SB 2-3   *      90       18       2.0       360       1600
36.74     1         3
     36. L86Q EFRONT SB 3-4  *      90       18       2.0       360       1600
36.74     1         3
     41. L52Q WAVE ST EB 3-4 *      90       70       2.0        89       1600
36.74     1         3
     45. L55Q WAVE WB-Roadway*      90       70       2.0        73       1600
36.74     1         3
     53. L68Q PROSPECT EB-Roa*      90       70       2.0        46       1600
36.74     1         3
     58. L72Q PROSPECT EB-Roa*      90       70       2.0        92       1600
36.74     1         3
     60. L105Q BAY ST NB-BAY *      90       18       2.0       583       1600
36.74     1         3
     63. L107Q BAY ST NB-BAY *      90       18       2.0       604       1600
36.74     1         3
     65. L108Q BAY ST NB-BAY *      90       18       2.0       529       1600
36.74     1         3
     67. L109Q BAY ST NB-BAY *      90       18       2.0       529       1600
36.74     1         3
     69. L110Q BAY ST NB-BAY *      90       18       2.0       536       1600
36.74     1         3
     71. L111Q BAY ST NB-BAY *      90       18       2.0       543       1600
36.74     1         3
     73. L112Q BAY ST NB-BAY *      90       18       2.0       543       1600
36.74     1         3
     75. L119Q BAY SB-BAY ST *      90       18       2.0       799       1600
36.74     1         3
     77. L120Q BAY SB-BAY ST *      90       18       2.0       799       1600
36.74     1         3
     79. L121Q BAY SB-BAY ST *      90       18       2.0       763       1600
36.74     1         3
     81. L122Q BAY SB-BAY ST *      90       18       2.0       763       1600
36.74     1         3
     83. L123Q BAY SB-BAY ST *      90       18       2.0       780       1600
36.74     1         3
     85. L124Q BAY SB-BAY ST *      90       18       2.0       767       1600
36.74     1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_A1	5172.0	4671.0	6.0
2. REC S_A2	5286.0	4686.0	6.0
3. REC S_A3	5397.0	4702.0	6.0
4. REC S_A4	5409.0	4669.0	6.0
5. REC S_A5	5302.0	4654.0	6.0
6. REC S_A6	5179.0	4634.0	6.0
7. REC S_A7	5127.0	4669.0	6.0
8. REC S_A8	5032.0	4670.0	6.0
9. REC S_A9	4949.0	4670.0	6.0
10. REC S_A10	4934.0	4629.0	6.0
11. REC S_A11	5036.0	4630.0	6.0
12. REC S_A12	5129.0	4631.0	6.0
13. REC S_A13	5116.0	4778.0	6.0
14. REC S_A14	5095.0	4909.0	6.0
15. REC S_A15	5149.0	4523.0	6.0

16.	REC	S_A16	*	5168.0	4394.0	6.0	*
17.	REC	S_A17	*	5205.0	4519.0	6.0	*
18.	REC	S_A18	*	5222.0	4376.0	6.0	*
19.	REC	S_A19	*	5179.0	4348.0	6.0	*
20.	REC	S_A20	*	5245.0	4319.0	6.0	*

JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

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.	*	.1	.0	.0	.0	.0	.1	.1	.0	.0	.2	.0	.1	.2	.1	.2	.0	.0	.2	.0	.2
5.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.2	.2	.1	.2	.0	.0	.2	.0	.3
10.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.2	.3	.2	.3	.0	.0	.2	.0	.3
15.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.3	.4	.2	.2	.0	.0	.2	.0	.4
20.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2	.0	.3	.4	.2	.2	.0	.0	.3	.0	.4
25.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.4	.2	.2	.0	.0	.1	.0
30.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.4	.2	.2	.0	.0	.1	.0
35.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.3	.2	.2	.0	.0	.1	.0
40.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.2	.2	.2	.0	.0	.1	.0
45.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.2	.3	.2	.2	.2	.0	.0	.1	.0
50.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.3	.2	.2	.2	.0	.0	.1	.0
55.	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.1	.3	.2	.2	.2	.0	.0	.1	.0
60.	*	.0	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.1	.3	.2	.2	.2	.0	.0	.1	.0
65.	*	.0	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.1	.3	.2	.2	.2	.0	.0	.1	.0
70.	*	.0	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.1	.3	.2	.2	.1	.0	.0	.1	.0
75.	*	.0	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.1	.3	.3	.2	.1	.0	.0	.1	.0
80.	*	.0	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.1	.3	.3	.2	.1	.0	.0	.1	.0
85.	*	.0	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.1	.3	.3	.2	.1	.0	.0	.1	.0

```
  90.  *    .0    .0    .1    .0    .0    .0    .1    .0    .0    .0    .0    .1
.3    .3    .2    .1    .0    .0    .1    .0
  95.  *    .0    .0    .1    .0    .0    .0    .1    .0    .0    .0    .0    .1
.3    .3    .2    .0    .0    .0    .1    .0
 100.  *    .0    .0    .1    .0    .0    .0    .2    .0    .0    .0    .0    .1
.3    .3    .2    .1    .0    .0    .1    .0
 105.  *    .0    .0    .1    .0    .0    .0    .2    .0    .0    .0    .0    .2
.3    .3    .2    .1    .0    .0    .1    .0
 110.  *    .0    .0    .0    .0    .0    .0    .3    .0    .0    .0    .0    .2
.3    .3    .2    .1    .0    .0    .1    .0
 115.  *    .0    .0    .0    .0    .0    .0    .3    .0    .0    .0    .0    .2
.3    .3    .2    .2    .0    .0    .1    .0
 120.  *    .0    .0    .0    .0    .0    .0    .2    .0    .0    .0    .0    .2
.3    .3    .2    .2    .0    .0    .1    .0
 125.  *    .0    .0    .0    .0    .0    .0    .2    .0    .0    .0    .0    .2
.3    .3    .2    .2    .0    .0    .1    .0
 130.  *    .0    .0    .0    .0    .0    .0    .2    .0    .0    .0    .0    .2
.3    .3    .2    .2    .0    .0    .2    .0
 135.  *    .0    .0    .0    .0    .0    .0    .2    .0    .0    .0    .0    .2
.3    .3    .2    .1    .0    .0    .2    .1
 140.  *    .0    .0    .0    .0    .0    .0    .3    .0    .0    .0    .0    .2
.4    .3    .2    .1    .0    .1    .1    .1
 145.  *    .0    .0    .0    .0    .0    .0    .4    .0    .0    .0    .0    .2
.4    .4    .2    .1    .0    .1    .1    .1
 150.  *    .0    .0    .0    .0    .0    .0    .4    .0    .0    .0    .0    .2
.4    .4    .2    .1    .0    .2    .1    .2
 155.  *    .0    .0    .0    .0    .0    .0    .3    .0    .0    .0    .0    .2
.4    .4    .2    .1    .0    .3    .0    .2
 160.  *    .0    .0    .0    .0    .0    .1    .3    .0    .0    .0    .0    .2
.4    .3    .2    .1    .0    .3    .0    .2
 165.  *    .1    .0    .0    .0    .0    .1    .3    .0    .0    .0    .0    .1
.4    .3    .1    .0    .0    .4    .0    .2
 170.  *    .2    .0    .0    .0    .0    .2    .1    .0    .0    .0    .0    .1
.3    .3    .1    .0    .1    .4    .0    .3
 175.  *    .3    .0    .0    .0    .0    .2    .1    .0    .0    .0    .0    .0
.2    .1    .0    .0    .2    .3    .0    .3
 180.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.1    .1    .0    .0    .1    .3    .0    .3
 185.  *    .3    .0    .0    .0    .0    .3    .0    .0    .1    .0    .0    .0
.1    .1    .0    .0    .2    .2    .0    .2
 190.  *    .3    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 195.  *    .4    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 200.  *    .3    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 205.  *    .4    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
```


JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

```
 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------
-----------------------------------------
 210.  *    .4    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 215.  *    .4    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
```

```
.0    .0    .0    .0    .2    .2    .0    .2
 220.  *    .4    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 225.  *    .3    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 230.  *    .3    .0    .0    .0    .0    .2    .0    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 235.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 240.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 245.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 250.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 255.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .1
 260.  *    .3    .0    .0    .0    .0    .2    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 265.  *    .3    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 270.  *    .3    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .1
 275.  *    .3    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .1
 280.  *    .3    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .1
 285.  *    .2    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .1
 290.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 295.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 300.  *    .3    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 305.  *    .2    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .3    .0    .2
 310.  *    .2    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .3    .0    .2
 315.  *    .2    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .2    .0    .2
 320.  *    .2    .0    .0    .0    .0    .3    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .3    .0    .2
 325.  *    .2    .0    .0    .0    .0    .4    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .2    .4    .0    .2
 330.  *    .2    .0    .0    .0    .0    .4    .0    .0    .0    .1    .0    .0
.0    .0    .0    .0    .2    .4    .0    .3
 335.  *    .2    .0    .0    .0    .0    .3    .0    .0    .0    .1    .0    .0
.0    .0    .0    .0    .2    .4    .0    .4
 340.  *    .2    .0    .0    .0    .0    .2    .0    .0    .0    .1    .0    .0
.0    .1    .0    .0    .2    .4    .0    .4
 345.  *    .2    .0    .0    .0    .0    .2    .0    .0    .0    .1    .0    .0
.2    .2    .0    .0    .2    .3    .1    .3
 350.  *    .2    .0    .0    .0    .0    .2    .1    .0    .0    .2    .0    .0
.2    .2    .1    .1    .0    .2    .1    .1
 355.  *    .1    .0    .0    .0    .0    .1    .1    .0    .0    .2    .0    .1
.2    .2    .1    .1    .0    .1    .2    .1
 360.  *    .1    .0    .0    .0    .0    .1    .1    .0    .0    .2    .0    .1
.2    .2    .1    .2    .0    .0    .2    .0
------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .4    .0    .1    .1    .0    .4    .4    .0    .1    .2    .0    .3
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.4     .4     .2     .3     .2     .4     .3     .4
 DEGR. *  195     0     90     60     0    325    145     0    185     0     0     15
20     15     10     10    175    165    20    335
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THE HIGHEST CONCENTRATION OF .40 PPM OCCURRED AT RECEPTOR REC14.

```
                                        FrontA_F
'CO 2015 PM No-Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_A1    '       5172    4671    6
'REC    S_A2    '       5286    4686    6
'REC    S_A3    '       5397    4702    6
'REC    S_A4    '       5409    4669    6
'REC    S_A5    '       5302    4654    6
'REC    S_A6    '       5179    4634    6
'REC    S_A7    '       5127    4669    6
'REC    S_A8    '       5032    4670    6
'REC    S_A9    '       4949    4670    6
'REC    S_A10   '       4934    4629    6
'REC    S_A11   '       5036    4630    6
'REC    S_A12   '       5129    4631    6
'REC    S_A13   '       5116    4778    6
'REC    S_A14   '       5095    4909    6
'REC    S_A15   '       5149    4523    6
'REC    S_A16   '       5168    4394    6
'REC    S_A17   '       5205    4519    6
'REC    S_A18   '       5222    4376    6
'REC    S_A19   '       5179    4348    6
'REC    S_A20   '       5245    4319    6
'Front&Bay St Intersection GroupA'    92  1  0  'C'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 3.44 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 3.32 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 3.32 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 3.32 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 3.45 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 3.45 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 63 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 3.45 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 3.45 0. 32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 3.73 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 3.70 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 3.44 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 3.44 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 378. 3.46 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 378 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 378. 3.46 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 378 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 413. 3.46 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 413 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 392. 3.46 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 392. 3.46 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 392. 3.46 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 392. 3.46 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 392. 3.46 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 392. 3.46 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 323. 3.76 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 323. 3.76 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 323. 3.76 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 323. 3.76 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 323. 3.76 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 323. 3.76 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 323 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 360. 3.76 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 360 36.74 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 360. 3.76 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 360 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 417. 3.76 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 89. 3.32 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 89. 3.32 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 89. 3.32 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 89 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 73. 3.44 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 73. 3.44 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 73. 3.44 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 73 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 3.44 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 3.44 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 3.44 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 3.44 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 46. 3.45 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 46. 3.45 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 46. 3.45 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 46 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 92. 3.45 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 92. 3.45 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 92. 3.45 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 92. 3.45 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 92 36.74 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 583 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 604 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 529 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 529 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 536 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 543 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
3.32 0. 32.
2
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'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
      90        18      2.0 543 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
      90        18      2.0 799 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
      90        18      2.0 799 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
      90        18      2.0 763 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
      90        18      2.0 763 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
      90        18      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
      90        18      2.0 767 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
3.46 0. 32.
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1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupB

DATE : 4/24/ 6
TIME : 16:14:32

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	3.4	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	42.	3.3	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	58.	3.3	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	3.3	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	63.	3.5	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	63.	3.5	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5355.2	4348.0	*	24.	260.	AG	77.	100.0	.0	12.0	.22	1.2
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	21.	3.5	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	75.	3.5	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	40.	3.7	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	12.	3.7	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	3.4	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	14.	3.4	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	378.	3.5	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5780.4	4230.8	*	37.	351.	AG	20.	100.0	.0	12.0	.31	1.9
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	378.	3.5	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.7	4751.8	*	37.	352.	AG	20.	100.0	.0	12.0	.31	1.9
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	413.	3.5	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5673.0	4942.2	*	41.								

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352. AG     20. 100.0     .0 12.0  .34   2.1
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    392.   3.5     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    392.   3.5     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    392.   3.5     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    392.   3.5     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    392.   3.5     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    392.   3.5     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    323.   3.8     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    323.   3.8     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    323.   3.8     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    323.   3.8     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    323.   3.8     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    323.   3.8     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.4    5248.2 *      32.
181. AG     20. 100.0     .0 12.0  .27   1.6
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    360.   3.8     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5641.9    5093.9 *      35.
172. AG     20. 100.0     .0 12.0  .30   1.8
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    360.   3.8     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5667.0    4914.9 *      35.
172. AG     20. 100.0     .0 12.0  .30   1.8
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    417.   3.8     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     89.   3.3     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     89.   3.3     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     89.   3.3     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5474.6    5079.8 *      34.
80. AG     77. 100.0     .0 12.0  .31   1.7
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG     73.   3.4     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG     73.   3.4     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG     73.   3.4     .0 32.0
```

PAGE 2

JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupB

DATE : 4/24/ 6
TIME : 16:14:32

LINK VARIABLES

```
        LINK DESCRIPTION      *          LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)              (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
----------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5254.2    5061.2 *      28.
264. AG     77. 100.0    .0 12.0  .26   1.4
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.   3.4    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.   3.4    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.   3.4    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.   3.4    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     46.   3.5    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     46.   3.5    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     46.   3.5    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4944.6    4646.2 *      18.
89. AG     77. 100.0    .0 12.0  .16    .9
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG     92.   3.5    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG     92.   3.5    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG     92.   3.5    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG     92.   3.5    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5496.0    4693.0 *      35.
83. AG     77. 100.0    .0 12.0  .32   1.8
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    583.   3.5    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5267.1    4251.2 *      57.
335. AG     20. 100.0    .0 12.0  .48   2.9
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    583.   3.5    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    604.   3.5    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5195.0    4452.6 *      59.
350. AG     20. 100.0    .0 12.0  .50   3.0
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    529.   3.5    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5155.6    4685.4 *      52.
351. AG     20. 100.0    .0 12.0  .44   2.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    529.   3.3    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5123.0    4886.4 *      52.
351. AG     20. 100.0    .0 12.0  .44   2.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    536.   3.3    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5111.6    4977.5 *      53.
354. AG     20. 100.0    .0 12.0  .44   2.7
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    543.   3.3    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5099.7    5084.1 *      53.
353. AG     20. 100.0    .0 12.0  .45   2.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    543.   3.3    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5093.9    5269.5 *      53.
11. AG     20. 100.0    .0 12.0  .45   2.7
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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    799.   3.4    .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5117.0    5473.2 *      79.
193. AG     20. 100.0    .0 12.0  .66   4.0
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    799.   3.4    .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.6    5169.7 *      79.
174. AG     20. 100.0    .0 12.0  .66   4.0
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    763.   3.7    .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.5    4988.6 *      75.
172. AG     20. 100.0    .0 12.0  .63   3.8
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    763.   3.7    .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.3    4868.9 *      75.
171. AG     20. 100.0    .0 12.0  .63   3.8
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.   3.7    .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG     20. 100.0    .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    767.   3.7    .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.3    4602.5 *      75.
171. AG     20. 100.0    .0 12.0  .63   3.8
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    776.   3.7    .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     57.   3.8    .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     35.   3.5    .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     42.   3.5    .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     10.   3.8    .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     63.   3.5    .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     47.   3.8    .0 32.0
```


JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupB

DATE : 4/24/ 6
TIME : 16:14:32

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
7. L19Q CROSS ST WB 2-3*	90	70	2.0	63	1600	36.74	1	3
15. L43Q FRONT ST NB 1-2*	90	18	2.0	378	1600	36.74	1	3
17. L3Q FRONT ST NB 2-2A*	90	18	2.0	378	1600	36.74	1	3

```
     19. L44Q FRONT ST NB 2A-*      90        18        2.0        413        1600
36.74     1         3
     32. L84Q FRONT SB 1-2   *      90        18        2.0        323        1600
36.74     1         3
     34. L85Q FRONT SB 2-3   *      90        18        2.0        360        1600
36.74     1         3
     36. L86Q EFRONT SB 3-4  *      90        18        2.0        360        1600
36.74     1         3
     41. L52Q WAVE ST EB 3-4 *      90        70        2.0         89        1600
36.74     1         3
     45. L55Q WAVE WB-Roadway*      90        70        2.0         73        1600
36.74     1         3
     53. L68Q PROSPECT EB-Roa*      90        70        2.0         46        1600
36.74     1         3
     58. L72Q PROSPECT EB-Roa*      90        70        2.0         92        1600
36.74     1         3
     60. L105Q BAY ST NB-BAY *      90        18        2.0        583        1600
36.74     1         3
     63. L107Q BAY ST NB-BAY *      90        18        2.0        604        1600
36.74     1         3
     65. L108Q BAY ST NB-BAY *      90        18        2.0        529        1600
36.74     1         3
     67. L109Q BAY ST NB-BAY *      90        18        2.0        529        1600
36.74     1         3
     69. L110Q BAY ST NB-BAY *      90        18        2.0        536        1600
36.74     1         3
     71. L111Q BAY ST NB-BAY *      90        18        2.0        543        1600
36.74     1         3
     73. L112Q BAY ST NB-BAY *      90        18        2.0        543        1600
36.74     1         3
     75. L119Q BAY SB-BAY ST *      90        18        2.0        799        1600
36.74     1         3
     77. L120Q BAY SB-BAY ST *      90        18        2.0        799        1600
36.74     1         3
     79. L121Q BAY SB-BAY ST *      90        18        2.0        763        1600
36.74     1         3
     81. L122Q BAY SB-BAY ST *      90        18        2.0        763        1600
36.74     1         3
     83. L123Q BAY SB-BAY ST *      90        18        2.0        780        1600
36.74     1         3
     85. L124Q BAY SB-BAY ST *      90        18        2.0        767        1600
36.74     1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_B1	5141.0	4865.0	6.0
2. REC S_B2	5290.0	4880.0	6.0
3. REC S_B3	5448.0	4901.0	6.0
4. REC S_B4	5360.0	4858.0	6.0
5. REC S_B5	4950.0	4886.0	6.0
6. REC S_B6	4702.0	5055.0	6.0
7. REC S_B7	4731.0	5090.0	6.0
8. REC S_B8	4857.0	4993.0	6.0
9. REC S_B9	4912.0	5060.0	6.0
10. REC S_B10	4926.0	5089.0	6.0
11. REC S_B11	4731.0	5121.0	6.0
12. REC S_B12	5270.0	5076.0	6.0
13. REC S_B13	5423.0	5097.0	6.0
14. REC S_B14	5435.0	5060.0	6.0
15. REC S_B15	5275.0	5041.0	6.0

16.	REC	S_B16	*	4936.0	5244.0	6.0	*
17.	REC	S_B17	*	4939.0	5277.0	6.0	*
18.	REC	S_B18	*	5129.0	4945.0	6.0	*
19.	REC	S_B19	*	5122.0	5020.0	6.0	*
20.	REC	S_B20	*	5116.0	5062.0	6.0	*

JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupB

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	.0	.0	.0	.2	.0	.0	.1	.1	.1
5.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
10.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0
15.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0
20.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0
25.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0
30.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
35.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
40.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
45.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
50.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0
55.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0
60.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
65.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
70.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
75.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
80.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
85.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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  90.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .0    .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .0    .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .0    .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .0    .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.2    .0    .0    .0    .0    .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.2    .0    .0    .0    .0    .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.1    .0    .0    .0    .0    .0    .0    .0
 135.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.1    .0    .0    .0    .0    .0    .0    .0
 140.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.1    .0    .0    .0    .0    .0    .0    .0
 145.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.1    .0    .0    .0    .0    .0    .0    .0
 150.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .0    .0
 155.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .0    .0
 160.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .0    .0
 165.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .0    .0
 170.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .0    .1    .0
 175.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .2    .1    .1
 180.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .2    .2    .1
 185.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .2    .2    .3
 190.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .2    .3    .3
 195.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .2    .2    .3
 200.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .2    .2    .2
 205.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .1    .2    .3
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JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupB

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 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------
-----------------------------------------
 210.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .2    .2    .3
 215.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
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```
.0    .0    .0    .0    .0    .2    .2    .3
 220.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .2    .3
 225.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
.0    .0    .0    .0    .0    .3    .2    .3
 230.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.0    .0    .0    .0    .0    .3    .2    .3
 235.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.0    .0    .0    .0    .0    .3    .2    .3
 240.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1
.0    .0    .0    .0    .0    .3    .2    .3
 245.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 250.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 255.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 260.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 265.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .2    .2    .3
 270.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .2    .2    .2
 275.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .2
 280.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 285.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 290.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .2    .3
 295.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .1    .3
 300.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .3    .1    .3
 305.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .3    .1    .3
 310.  *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .3    .1    .3
 315.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .3    .3    .3
 320.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .3    .3    .2
 325.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .3    .2
 330.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .2    .3    .2
 335.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .2    .3    .2
 340.  *    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .2    .3    .2
 345.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .3    .2    .2
 350.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .1    .2    .2
 355.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .1    .1    .1
 360.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .0    .0    .1    .1    .1

------*-------------------------------------------------------------------------------
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 MAX   *    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2
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```
.2    .3    .2    .0    .0    .3    .3    .3
 DEGR. *  195    0     0     0     0     0     0     0     0     0     0   140
120    50     0     0     0   220   190   185

 THE HIGHEST CONCENTRATION OF     .40 PPM OCCURRED AT RECEPTOR REC1 .
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                                        FrontB_F
'CO 2015 PM No-Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_B1    '       5141    4865    6
'REC    S_B2    '       5290    4880    6
'REC    S_B3    '       5448    4901    6
'REC    S_B4    '       5360    4858    6
'REC    S_B5    '       4950    4886    6
'REC    S_B6    '       4702    5055    6
'REC    S_B7    '       4731    5090    6
'REC    S_B8    '       4857    4993    6
'REC    S_B9    '       4912    5060    6
'REC    S_B10   '       4926    5089    6
'REC    S_B11   '       4731    5121    6
'REC    S_B12   '       5270    5076    6
'REC    S_B13   '       5423    5097    6
'REC    S_B14   '       5435    5060    6
'REC    S_B15   '       5275    5041    6
'REC    S_B16   '       4936    5244    6
'REC    S_B17   '       4939    5277    6
'REC    S_B18   '       5129    4945    6
'REC    S_B19   '       5122    5020    6
'REC    S_B20   '       5116    5062    6
'Front&Bay St Intersections GroupB'    92  1  0  'C'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 3.44 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 3.32 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 3.32 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 3.32 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 3.45 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 3.45 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 63 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 3.45 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 3.45 0. 32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 3.73 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 3.70 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 3.44 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 3.44 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 378. 3.46 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 378 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 378. 3.46 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 378 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 413. 3.46 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 413 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 392. 3.46 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 392. 3.46 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 392. 3.46 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 392. 3.46 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 392. 3.46 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 392. 3.46 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 323. 3.76 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 323. 3.76 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 323. 3.76 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 323. 3.76 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 323. 3.76 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 323. 3.76 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 323 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 360. 3.76 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 360 36.74 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 360. 3.76 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 360 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 417. 3.76 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 89. 3.32 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 89. 3.32 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 89. 3.32 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 89 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 73. 3.44 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 73. 3.44 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 73. 3.44 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 73 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 3.44 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 3.44 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 3.44 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 3.44 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 46. 3.45 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 46. 3.45 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 46. 3.45 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 46 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 92. 3.45 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 92. 3.45 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 92. 3.45 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 92. 3.45 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 92 36.74 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 583 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 604 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 529 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 529 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 536 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 543 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
3.32 0. 32.
2
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'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 543 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 799 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 799 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 763 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 763 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 767 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
3.46 0. 32.
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1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupC

DATE : 4/24/ 6
TIME : 16:15: 7

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	3.4	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	42.	3.3	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	58.	3.3	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	3.3	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	63.	3.5	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	63.	3.5	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5355.2	4348.0	*	24.	260.	AG	77.	100.0	.0	12.0	.22	1.2
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	21.	3.5	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	75.	3.5	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	40.	3.7	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	12.	3.7	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	3.4	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	14.	3.4	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	378.	3.5	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5780.4	4230.8	*	37.	351.	AG	20.	100.0	.0	12.0	.31	1.9
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	378.	3.5	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.7	4751.8	*	37.	352.	AG	20.	100.0	.0	12.0	.31	1.9
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	413.	3.5	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5673.0	4942.2	*	41.								

```
352. AG     20. 100.0     .0 12.0  .34   2.1
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    392.   3.5     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    392.   3.5     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    392.   3.5     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    392.   3.5     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    392.   3.5     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    392.   3.5     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    323.   3.8     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    323.   3.8     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    323.   3.8     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    323.   3.8     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    323.   3.8     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    323.   3.8     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.4    5248.2 *      32.
181. AG     20. 100.0     .0 12.0  .27   1.6
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    360.   3.8     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5641.9    5093.9 *      35.
172. AG     20. 100.0     .0 12.0  .30   1.8
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    360.   3.8     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5667.0    4914.9 *      35.
172. AG     20. 100.0     .0 12.0  .30   1.8
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    417.   3.8     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     89.   3.3     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     89.   3.3     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     89.   3.3     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5474.6    5079.8 *      34.
80. AG     77. 100.0     .0 12.0  .31   1.7
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    73.   3.4     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    73.   3.4     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    73.   3.4     .0 32.0
```


JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupC

DATE : 4/24/ 6
TIME : 16:15: 7

LINK VARIABLES

```
        LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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```
                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5254.2    5061.2 *      28.
264. AG     77. 100.0    .0 12.0  .26   1.4
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.   3.4    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.   3.4    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.   3.4    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.   3.4    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     46.   3.5    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     46.   3.5    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     46.   3.5    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4944.6    4646.2 *      18.
89. AG     77. 100.0    .0 12.0  .16    .9
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG     92.   3.5    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG     92.   3.5    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG     92.   3.5    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG     92.   3.5    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5496.0    4693.0 *      35.
83. AG     77. 100.0    .0 12.0  .32   1.8
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    583.   3.5    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5267.1    4251.2 *      57.
335. AG     20. 100.0    .0 12.0  .48   2.9
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    583.   3.5    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    604.   3.5    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5195.0    4452.6 *      59.
350. AG     20. 100.0    .0 12.0  .50   3.0
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    529.   3.5    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5155.6    4685.4 *      52.
351. AG     20. 100.0    .0 12.0  .44   2.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    529.   3.3    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5123.0    4886.4 *      52.
351. AG     20. 100.0    .0 12.0  .44   2.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    536.   3.3    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5111.6    4977.5 *      53.
354. AG     20. 100.0    .0 12.0  .44   2.7
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    543.   3.3    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5099.7    5084.1 *      53.
353. AG     20. 100.0    .0 12.0  .45   2.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    543.   3.3    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5093.9    5269.5 *      53.
11. AG     20. 100.0    .0 12.0  .45   2.7
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     74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    799.   3.4    .0 32.0
     75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5117.0    5473.2 *      79.
193. AG     20. 100.0    .0 12.0  .66   4.0
     76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    799.   3.4    .0 32.0
     77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.6    5169.7 *      79.
174. AG     20. 100.0    .0 12.0  .66   4.0
     78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    763.   3.7    .0 32.0
     79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.5    4988.6 *      75.
172. AG     20. 100.0    .0 12.0  .63   3.8
     80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    763.   3.7    .0 32.0
     81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.3    4868.9 *      75.
171. AG     20. 100.0    .0 12.0  .63   3.8
     82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.   3.7    .0 32.0
     83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG     20. 100.0    .0 12.0  .65   3.9
     84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    767.   3.7    .0 32.0
     85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.3    4602.5 *      75.
171. AG     20. 100.0    .0 12.0  .63   3.8
     86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    776.   3.7    .0 32.0
     87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     57.   3.8    .0 32.0
     88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     35.   3.5    .0 32.0
     89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     42.   3.5    .0 32.0
     90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     10.   3.8    .0 32.0
     91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     63.   3.5    .0 32.0
     92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     47.   3.8    .0 32.0
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JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupC

DATE : 4/24/ 6
TIME : 16:15: 7

ADDITIONAL QUEUE LINK PARAMETERS

```
       LINK DESCRIPTION      *    CYCLE    RED     CLEARANCE  APPROACH  SATURATION
 IDLE   SIGNAL   ARRIVAL
                             *    LENGTH   TIME    LOST TIME    VOL      FLOW RATE
EM FAC   TYPE     RATE
                             *     (SEC)   (SEC)     (SEC)      (VPH)      (VPH)
(gm/hr)

-----------------------*-------------------------------------------------------------
---------------------
     7. L19Q CROSS ST WB 2-3*      90       70       2.0        63        1600
36.74      1        3
    15. L43Q FRONT ST NB 1-2*      90       18       2.0       378        1600
36.74      1        3
    17. L3Q FRONT ST NB 2-2A*      90       18       2.0       378        1600
36.74      1        3
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     19. L44Q FRONT ST NB 2A-*      90       18       2.0       413       1600
36.74     1         3
     32. L84Q FRONT SB 1-2   *      90       18       2.0       323       1600
36.74     1         3
     34. L85Q FRONT SB 2-3   *      90       18       2.0       360       1600
36.74     1         3
     36. L86Q EFRONT SB 3-4  *      90       18       2.0       360       1600
36.74     1         3
     41. L52Q WAVE ST EB 3-4 *      90       70       2.0        89       1600
36.74     1         3
     45. L55Q WAVE WB-Roadway*      90       70       2.0        73       1600
36.74     1         3
     53. L68Q PROSPECT EB-Roa*      90       70       2.0        46       1600
36.74     1         3
     58. L72Q PROSPECT EB-Roa*      90       70       2.0        92       1600
36.74     1         3
     60. L105Q BAY ST NB-BAY *      90       18       2.0       583       1600
36.74     1         3
     63. L107Q BAY ST NB-BAY *      90       18       2.0       604       1600
36.74     1         3
     65. L108Q BAY ST NB-BAY *      90       18       2.0       529       1600
36.74     1         3
     67. L109Q BAY ST NB-BAY *      90       18       2.0       529       1600
36.74     1         3
     69. L110Q BAY ST NB-BAY *      90       18       2.0       536       1600
36.74     1         3
     71. L111Q BAY ST NB-BAY *      90       18       2.0       543       1600
36.74     1         3
     73. L112Q BAY ST NB-BAY *      90       18       2.0       543       1600
36.74     1         3
     75. L119Q BAY SB-BAY ST *      90       18       2.0       799       1600
36.74     1         3
     77. L120Q BAY SB-BAY ST *      90       18       2.0       799       1600
36.74     1         3
     79. L121Q BAY SB-BAY ST *      90       18       2.0       763       1600
36.74     1         3
     81. L122Q BAY SB-BAY ST *      90       18       2.0       763       1600
36.74     1         3
     83. L123Q BAY SB-BAY ST *      90       18       2.0       780       1600
36.74     1         3
     85. L124Q BAY SB-BAY ST *      90       18       2.0       767       1600
36.74     1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_C1	5103.0	5145.0	6.0
2. REC S_C2	5091.0	5239.0	6.0
3. REC S_C3	5156.0	5469.0	6.0
4. REC S_C4	5202.0	5629.0	6.0
5. REC S_C5	5105.0	5571.0	6.0
6. REC S_C6	5099.0	5500.0	6.0
7. REC S_C7	5070.0	5369.0	6.0
8. REC S_C8	5047.0	5255.0	6.0
9. REC S_C9	5054.0	5211.0	6.0
10. REC S_C10	5065.0	5135.0	6.0
11. REC S_C11	5069.0	5066.0	6.0
12. REC S_C12	5067.0	5030.0	6.0
13. REC S_C13	5078.0	4987.0	6.0
14. REC S_C14	5084.0	4943.0	6.0
15. REC S_C15	5155.0	4814.0	6.0

16.	REC	S_C16	*	5159.0	4748.0	6.0	*
17.	REC	S_C17	*	5738.0	4934.0	6.0	*
18.	REC	S_C18	*	5841.0	4239.0	6.0	*
19.	REC	S_C19	*	5807.0	4467.0	6.0	*
20.	REC	S_C20	*	5773.0	4750.0	6.0	*

JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupC

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.	* .3	.3	.0	.0	.0	.0	.0	.0	.2	.3	.2	.1	.2	.2	.0	.0	.0	.0	.0	.0
5.	* .2	.4	.0	.0	.0	.0	.0	.0	.2	.4	.2	.1	.3	.2	.0	.0	.0	.0	.0	.0
10.	* .0	.4	.0	.0	.0	.0	.0	.1	.2	.5	.3	.2	.4	.2	.0	.0	.0	.0	.0	.0
15.	* .0	.4	.0	.0	.0	.0	.1	.1	.3	.4	.3	.2	.3	.2	.0	.0	.0	.0	.0	.0
20.	* .0	.2	.0	.0	.0	.0	.1	.2	.3	.3	.3	.3	.3	.2	.0	.0	.0	.0	.0	.0
25.	* .0	.2	.0	.0	.0	.1	.1	.3	.3	.2	.2	.3	.2	.2	.0	.0	.0	.0	.0	.0
30.	* .0	.2	.0	.0	.0	.1	.1	.3	.4	.2	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0
35.	* .0	.2	.0	.0	.0	.1	.1	.3	.3	.2	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0
40.	* .0	.1	.0	.0	.0	.1	.2	.2	.3	.2	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0
45.	* .0	.0	.0	.0	.0	.1	.2	.2	.3	.2	.2	.1	.2	.2	.0	.0	.0	.0	.0	.0
50.	* .0	.0	.0	.0	.0	.2	.2	.2	.3	.2	.2	.1	.2	.2	.0	.0	.0	.0	.0	.0
55.	* .0	.0	.0	.0	.0	.2	.1	.1	.3	.2	.2	.1	.2	.2	.0	.0	.0	.0	.0	.0
60.	* .0	.0	.0	.0	.0	.2	.1	.1	.2	.2	.1	.1	.2	.2	.0	.0	.0	.0	.0	.0
65.	* .0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0
70.	* .0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0
75.	* .0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0
80.	* .0	.0	.0	.0	.0	.1	.1	.1	.2	.2	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0
85.	* .0	.0	.0	.0	.0	.1	.1	.1	.2	.2	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0

```
  90.  *    .0    .0    .0    .0    .0    .1    .1    .1    .2    .1    .1    .1
.1    .0    .0    .0    .0    .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .1    .1    .1    .2    .1    .1    .1
.1    .1    .0    .0    .0    .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .1    .1    .1    .2    .1    .0    .1
.1    .1    .0    .0    .0    .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .1    .1    .1    .2    .2    .1    .1
.1    .1    .0    .0    .0    .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .1    .1    .0    .3    .2    .1    .1
.1    .1    .0    .0    .0    .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .1    .1    .1    .3    .2    .1    .1
.2    .2    .0    .0    .0    .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .1    .1    .1    .3    .2    .2    .1
.2    .2    .0    .0    .0    .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .1    .1    .1    .3    .2    .2    .2
.2    .2    .0    .0    .0    .0    .0    .0
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.1    .3    .0    .0    .0    .0    .0    .0
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.1    .3    .0    .0    .0    .0    .0    .0
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.2    .2    .0    .0    .0    .0    .0    .0
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.2    .1    .0    .1    .0    .0    .0    .0
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.0    .0    .2    .3    .0    .0    .0    .0
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.0    .0    .2    .2    .0    .0    .0    .0
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PAGE 5

JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupC

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 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .2    .4    .2    .1    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .2    .2    .0    .0    .0    .0
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.2    .2    .0    .0    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
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 MAX   *    .3    .4    .2    .1    .2    .2    .2    .4    .4    .5    .3    .3
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.4    .4    .3    .3    .0    .0    .0    .0
 DEGR. *    0     5   200   200   170    50    40   160    30    10    10    20
10   150   180   175     0     0     0     0

 THE HIGHEST CONCENTRATION OF     .50 PPM OCCURRED AT RECEPTOR REC10.
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                                        FrontC_F
'CO 2015 PM No-Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_C1    '       5103    5145    6
'REC    S_C2    '       5091    5239    6
'REC    S_C3    '       5156    5469    6
'REC    S_C4    '       5202    5629    6
'REC    S_C5    '       5105    5571    6
'REC    S_C6    '       5099    5500    6
'REC    S_C7    '       5070    5369    6
'REC    S_C8    '       5047    5255    6
'REC    S_C9    '       5054    5211    6
'REC    S_C10   '       5065    5135    6
'REC    S_C11   '       5069    5066    6
'REC    S_C12   '       5067    5030    6
'REC    S_C13   '       5078    4987    6
'REC    S_C14   '       5084    4943    6
'REC    S_C15   '       5155    4814    6
'REC    S_C16   '       5159    4748    6
'REC    S_C17   '       5738    4934    6
'REC    S_C18   '       5841    4239    6
'REC    S_C19   '       5807    4467    6
'REC    S_C20   '       5773    4750    6
'Front&Bay St Intersections GroupC'    92  1  0  'C'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 3.44 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 3.32 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 3.32 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 3.32 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 3.45 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 3.45 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 63 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 3.45 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 3.45 0. 32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 3.73 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 3.70 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 3.44 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 3.44 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 378. 3.46 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 378 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 378. 3.46 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 378 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 413. 3.46 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 413 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 392. 3.46 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 392. 3.46 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 392. 3.46 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 392. 3.46 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 392. 3.46 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 392. 3.46 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 323. 3.76 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 323. 3.76 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 323. 3.76 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 323. 3.76 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 323. 3.76 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 323. 3.76 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 323 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 360. 3.76 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 360 36.74 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 360. 3.76 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 360 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 417. 3.76 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 89. 3.32 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 89. 3.32 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 89. 3.32 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 89 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 73. 3.44 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 73. 3.44 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 73. 3.44 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 73 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 3.44 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 3.44 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 3.44 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 3.44 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 46. 3.45 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 46. 3.45 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 46. 3.45 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 46 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 92. 3.45 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 92. 3.45 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 92. 3.45 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 92. 3.45 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 92 36.74 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 583 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 604 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 529 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 529 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 536 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 543 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
3.32 0. 32.
2
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'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 543 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 799 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 799 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 763 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 763 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 767 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
3.46 0. 32.
```

```
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

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0                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                          PAGE  1

      JOB: CO 2015 PM No-Build Stapleton                          RUN: Front&Bay St
Intersections GroupD

      DATE :  4/24/ 6
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         The MODE flag has been set to C for calculating CO averages.

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =     .0 CM/S        VD =     .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =    5  (E)      ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *          LINK COORDINATES (FT)           *    LENGTH
BRG TYPE   VPH     EF       H   W    V/C QUEUE
                                *   X1         Y1         X2         Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
      1. L5 BAY SB_RIGHT TURN*   5081.0    5083.0    5059.0    5054.0 *      36.
217. AG      3.   3.4    .0 32.0
      2. L6 BAY  NB_RIGHT TUR*   5110.0    5002.0    5120.0    5039.0 *      38.
15. AG     42.   3.3    .0 32.0
      3. L8 WAVE WB _RIGHT TU*   5127.0    5046.0    5100.0    5066.0 *      34.
307. AG     58.   3.3    .0 32.0
      4. L9 BAY NB_ LEFT TURN*   5106.0    5031.0    5060.0    5054.0 *      51.
297. AG      9.   3.3    .0 32.0
      5. L18 CROSS ST WB 1-2 *   5495.0    4368.0    5379.0    4352.0 *     117.
262. AG     63.   3.5    .0 32.0
      6. L19 CROSS ST WB 2-3 *   5379.0    4352.0    5244.0    4329.0 *     137.
260. AG     63.   3.5    .0 32.0
      7. L19Q CROSS ST WB 2-3*   5379.0    4352.0    5355.2    4348.0 *      24.
260. AG     77. 100.0    .0 12.0  .22   1.2
      8. L20 CROSS ST_RIGHT T*   5245.0    4329.0    5220.0    4357.0 *      38.
318. AG     21.   3.5    .0 32.0
      9. L23 BAY ST NB_RIGHT *   5163.0    4637.0    5203.0    4651.0 *      42.
71. AG     75.   3.5    .0 32.0
     10. L25 BAY ST SB_LEFT T*   5146.0    4678.0    5177.0    4648.0 *      43.
134. AG     40.   3.7    .0 32.0
     11. L34 CROSS ST_LEFT TU*   5239.0    4328.0    5238.0    4291.0 *      37.
182. AG     12.   3.7    .0 32.0
     12. L36 BAY SB_LEFT TURN*   5086.0    5064.0    5120.0    5037.0 *      43.
128. AG      9.   3.4    .0 32.0
     13. L37 WAVE_LEFT TURN-B*   5124.0    5046.0    5091.0    5021.0 *      41.
233. AG     14.   3.4    .0 32.0
     14. L43 FRONT ST NB 1-2 *   5786.0    4194.0    5706.0    4715.0 *     527.
351. AG    378.   3.5    .0 32.0
     15. L43Q FRONT ST NB 1-2*   5786.0    4194.0    5780.4    4230.8 *      37.
351. AG     20. 100.0    .0 12.0  .31   1.9
     16. L44 FRONT ST NB 2-2A*   5706.0    4715.0    5679.0    4902.0 *     189.
352. AG    378.   3.5    .0 32.0
     17. L3Q FRONT ST NB 2-2A*   5706.0    4715.0    5700.7    4751.8 *      37.
352. AG     20. 100.0    .0 12.0  .31   1.9
     18. L44A FRONT ST NB 2A-*   5679.0    4902.0    5651.0    5090.0 *     190.
352. AG    413.   3.5    .0 32.0
     19. L44Q FRONT ST NB 2A-*   5679.0    4902.0    5673.0    4942.2 *      41.
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352. AG     20. 100.0     .0 12.0  .34   2.1
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    392.   3.5     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    392.   3.5     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    392.   3.5     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    392.   3.5     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    392.   3.5     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    392.   3.5     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    323.   3.8     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    323.   3.8     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    323.   3.8     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    323.   3.8     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    323.   3.8     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    323.   3.8     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.4    5248.2 *      32.
181. AG     20. 100.0     .0 12.0  .27   1.6
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    360.   3.8     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5641.9    5093.9 *      35.
172. AG     20. 100.0     .0 12.0  .30   1.8
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    360.   3.8     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5667.0    4914.9 *      35.
172. AG     20. 100.0     .0 12.0  .30   1.8
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    417.   3.8     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     89.   3.3     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     89.   3.3     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     89.   3.3     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5474.6    5079.8 *      34.
80. AG     77. 100.0     .0 12.0  .31   1.7
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG     73.   3.4     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG     73.   3.4     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG     73.   3.4     .0 32.0
```


JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupD

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LINK VARIABLES

```
        LINK DESCRIPTION      *          LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
```

```
                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
---------------------------------------
     45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5254.2    5061.2 *      28.
264. AG     77. 100.0    .0 12.0  .26   1.4
     46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.   3.4    .0 32.0
     47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.   3.4    .0 32.0
     48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.   3.4    .0 32.0
     49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.   3.4    .0 32.0
     50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     46.   3.5    .0 32.0
     51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     46.   3.5    .0 32.0
     52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     46.   3.5    .0 32.0
     53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4944.6    4646.2 *      18.
89. AG     77. 100.0    .0 12.0  .16    .9
     54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG     92.   3.5    .0 32.0
     55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG     92.   3.5    .0 32.0
     56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG     92.   3.5    .0 32.0
     57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG     92.   3.5    .0 32.0
     58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5496.0    4693.0 *      35.
83. AG     77. 100.0    .0 12.0  .32   1.8
     59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    583.   3.5    .0 32.0
     60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5267.1    4251.2 *      57.
335. AG     20. 100.0    .0 12.0  .48   2.9
     61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    583.   3.5    .0 32.0
     62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    604.   3.5    .0 32.0
     63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5195.0    4452.6 *      59.
350. AG     20. 100.0    .0 12.0  .50   3.0
     64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    529.   3.5    .0 32.0
     65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5155.6    4685.4 *      52.
351. AG     20. 100.0    .0 12.0  .44   2.6
     66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    529.   3.3    .0 32.0
     67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5123.0    4886.4 *      52.
351. AG     20. 100.0    .0 12.0  .44   2.6
     68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    536.   3.3    .0 32.0
     69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5111.6    4977.5 *      53.
354. AG     20. 100.0    .0 12.0  .44   2.7
     70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    543.   3.3    .0 32.0
     71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5099.7    5084.1 *      53.
353. AG     20. 100.0    .0 12.0  .45   2.7
     72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    543.   3.3    .0 32.0
     73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5093.9    5269.5 *      53.
11. AG     20. 100.0    .0 12.0  .45   2.7
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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    799.   3.4    .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5117.0    5473.2 *      79.
193. AG     20. 100.0    .0 12.0  .66   4.0
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    799.   3.4    .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.6    5169.7 *      79.
174. AG     20. 100.0    .0 12.0  .66   4.0
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    763.   3.7    .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.5    4988.6 *      75.
172. AG     20. 100.0    .0 12.0  .63   3.8
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    763.   3.7    .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.3    4868.9 *      75.
171. AG     20. 100.0    .0 12.0  .63   3.8
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.   3.7    .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG     20. 100.0    .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    767.   3.7    .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.3    4602.5 *      75.
171. AG     20. 100.0    .0 12.0  .63   3.8
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    776.   3.7    .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     57.   3.8    .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     35.   3.5    .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     42.   3.5    .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     10.   3.8    .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     63.   3.5    .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     47.   3.8    .0 32.0
```


JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupD

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ADDITIONAL QUEUE LINK PARAMETERS

```
        LINK DESCRIPTION      *    CYCLE     RED      CLEARANCE  APPROACH  SATURATION
 IDLE   SIGNAL   ARRIVAL
                              *    LENGTH    TIME     LOST TIME    VOL      FLOW RATE
EM FAC   TYPE     RATE
                              *     (SEC)    (SEC)     (SEC)      (VPH)      (VPH)
(gm/hr)

------------------------*-------------------------------------------------------------
---------------------
      7. L19Q CROSS ST WB 2-3*      90        70        2.0        63        1600
36.74      1         3
     15. L43Q FRONT ST NB 1-2*      90        18        2.0       378        1600
36.74      1         3
     17. L3Q FRONT ST NB 2-2A*      90        18        2.0       378        1600
36.74      1         3
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     19. L44Q FRONT ST NB 2A-*      90        18        2.0        413        1600
36.74     1         3
     32. L84Q FRONT SB 1-2   *      90        18        2.0        323        1600
36.74     1         3
     34. L85Q FRONT SB 2-3   *      90        18        2.0        360        1600
36.74     1         3
     36. L86Q EFRONT SB 3-4  *      90        18        2.0        360        1600
36.74     1         3
     41. L52Q WAVE ST EB 3-4 *      90        70        2.0         89        1600
36.74     1         3
     45. L55Q WAVE WB-Roadway*      90        70        2.0         73        1600
36.74     1         3
     53. L68Q PROSPECT EB-Roa*      90        70        2.0         46        1600
36.74     1         3
     58. L72Q PROSPECT EB-Roa*      90        70        2.0         92        1600
36.74     1         3
     60. L105Q BAY ST NB-BAY *      90        18        2.0        583        1600
36.74     1         3
     63. L107Q BAY ST NB-BAY *      90        18        2.0        604        1600
36.74     1         3
     65. L108Q BAY ST NB-BAY *      90        18        2.0        529        1600
36.74     1         3
     67. L109Q BAY ST NB-BAY *      90        18        2.0        529        1600
36.74     1         3
     69. L110Q BAY ST NB-BAY *      90        18        2.0        536        1600
36.74     1         3
     71. L111Q BAY ST NB-BAY *      90        18        2.0        543        1600
36.74     1         3
     73. L112Q BAY ST NB-BAY *      90        18        2.0        543        1600
36.74     1         3
     75. L119Q BAY SB-BAY ST *      90        18        2.0        799        1600
36.74     1         3
     77. L120Q BAY SB-BAY ST *      90        18        2.0        799        1600
36.74     1         3
     79. L121Q BAY SB-BAY ST *      90        18        2.0        763        1600
36.74     1         3
     81. L122Q BAY SB-BAY ST *      90        18        2.0        763        1600
36.74     1         3
     83. L123Q BAY SB-BAY ST *      90        18        2.0        780        1600
36.74     1         3
     85. L124Q BAY SB-BAY ST *      90        18        2.0        767        1600
36.74     1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_D1	5707.0	5126.0	6.0
2. REC S_D2	5606.0	5231.0	6.0
3. REC S_D3	5530.0	5430.0	6.0
4. REC S_D4	5618.0	5138.0	6.0
5. REC S_D5	5624.0	5089.0	6.0
6. REC S_D6	5674.0	4742.0	6.0
7. REC S_D7	5681.0	4702.0	6.0
8. REC S_D8	5756.0	4221.0	6.0
9. REC S_D9	5638.0	4950.0	6.0
10. REC S_D10	5643.0	4900.0	6.0
11. REC S_D11	5567.0	4886.0	6.0
12. REC S_D12	5686.0	5248.0	6.0
13. REC S_D13	5662.0	5428.0	6.0
14. REC S_D14	5638.0	5601.0	6.0
15. REC S_D15	5662.0	5733.0	6.0

16.	REC	S_D16	*	5758.0	6003.0	6.0	*
17.	REC	S_D17	*	5704.0	6011.0	6.0	*
18.	REC	S_D18	*	5606.0	5754.0	6.0	*
19.	REC	S_D19	*	5581.0	5582.0	6.0	*
20.	REC	S_D20	*	5600.0	5429.0	6.0	*

JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupD

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	.1	.1	.2	.1	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
5.	*	.0	.0	.0	.0	.0	.1	.2	.2	.1	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.1
10.	*	.0	.0	.0	.1	.1	.2	.1	.2	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1
15.	*	.0	.0	.0	.1	.1	.2	.2	.2	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1
20.	*	.0	.0	.0	.1	.1	.2	.2	.2	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.1	.1
25.	*	.0	.0	.0	.1	.1	.2	.1	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
30.	*	.0	.0	.0	.1	.2	.1	.1	.2	.1	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
35.	*	.0	.0	.0	.1	.2	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
40.	*	.0	.0	.0	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
45.	*	.0	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
50.	*	.0	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
55.	*	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
60.	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
65.	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70.	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
75.	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
80.	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85.	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

```
  90.  *    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 120.  *    .0    .0    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 125.  *    .0    .0    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 130.  *    .0    .0    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 135.  *    .0    .0    .0    .1    .2    .1    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 140.  *    .0    .0    .0    .2    .2    .1    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 145.  *    .0    .0    .0    .2    .2    .1    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .0    .0    .1    .1
 150.  *    .0    .0    .0    .1    .2    .2    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .0    .0    .1    .1
 155.  *    .0    .0    .0    .1    .2    .2    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .0    .1    .1
 160.  *    .0    .0    .0    .1    .2    .2    .2    .0    .1    .1    .0    .0
.0    .0    .0    .0    .1    .0    .1    .1
 165.  *    .0    .0    .0    .1    .1    .2    .2    .0    .1    .0    .0    .0
.0    .0    .0    .0    .2    .0    .1    .0
 170.  *    .0    .0    .0    .1    .1    .1    .1    .0    .0    .0    .0    .0
.0    .1    .0    .0    .2    .0    .0    .0
 175.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .0    .0    .0
.0    .1    .0    .0    .2    .0    .0    .0
 180.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .0    .0    .2    .0    .0    .0
 185.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .0    .0    .2    .0    .0    .0
 190.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .2    .0    .0    .2    .0    .0    .0
 195.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .2    .0    .0    .1    .0    .0    .0
 200.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .0    .1    .1    .0    .0    .0
 205.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .0    .1    .0    .0    .0    .0
```


JOB: CO 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupD

```
 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .1    .1    .0    .0    .0    .0
 215.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
```

```
.1    .1    .1    .1    .0    .0    .0    .0
 220.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .1    .1    .0    .0    .0    .0
 225.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .1    .1    .0    .0    .0    .0
 230.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .1    .1    .0    .0    .0    .0
 235.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .1    .0    .0    .0    .0
 240.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .1    .0    .0    .0    .0
 245.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .0    .0    .0
 250.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .1    .0    .0    .0    .0    .0
 255.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 260.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 265.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 270.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 275.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 280.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 285.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 290.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 295.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
 300.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .0    .0    .0    .0    .0    .0
 305.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .1    .0    .0    .0    .0    .0    .0
 310.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .0    .0    .0    .0    .0    .0
 315.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .0    .0    .0    .0    .0    .0
 320.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .0    .0    .0    .0    .0    .0
 325.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .1    .0    .0    .0    .0    .0
 330.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .1    .0    .0    .0    .0    .0
 335.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .1    .1    .1    .0    .0    .0    .0
 340.  *    .0    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .1
.1    .1    .1    .1    .0    .0    .0    .0
 345.  *    .0    .0    .0    .0    .0    .0    .0    .1    .0    .0    .0    .1
.1    .1    .1    .1    .0    .0    .0    .0
 350.  *    .0    .0    .0    .0    .0    .1    .0    .1    .0    .0    .0    .0
.1    .0    .1    .1    .0    .0    .0    .0
 355.  *    .0    .0    .0    .0    .0    .1    .1    .2    .0    .0    .0    .0
.0    .0    .1    .0    .0    .0    .0    .0
 360.  *    .0    .0    .0    .0    .0    .1    .1    .2    .1    .0    .0    .0
.0    .0    .2    .0    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .0    .0    .0    .2    .2    .2    .2    .2    .1    .1    .0    .1
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```
.1    .2    .2    .1    .2    .1    .1    .1
 DEGR. *    0     0     0   140    30    10     5     0     0   135     0   340
190   190     0   200   165    30    20     5
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THE HIGHEST CONCENTRATION OF .20 PPM OCCURRED AT RECEPTOR REC8 .

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                                        FrontD_F
'CO 2015 PM No-Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_D1    '       5707    5126    6
'REC    S_D2    '       5606    5231    6
'REC    S_D3    '       5530    5430    6
'REC    S_D4    '       5618    5138    6
'REC    S_D5    '       5624    5089    6
'REC    S_D6    '       5674    4742    6
'REC    S_D7    '       5681    4702    6
'REC    S_D8    '       5756    4221    6
'REC    S_D9    '       5638    4950    6
'REC    S_D10   '       5643    4900    6
'REC    S_D11   '       5567    4886    6
'REC    S_D12   '       5686    5248    6
'REC    S_D13   '       5662    5428    6
'REC    S_D14   '       5638    5601    6
'REC    S_D15   '       5662    5733    6
'REC    S_D16   '       5758    6003    6
'REC    S_D17   '       5704    6011    6
'REC    S_D18   '       5606    5754    6
'REC    S_D19   '       5581    5582    6
'REC    S_D20   '       5600    5429    6
'Front&Bay St Intersections GroupD'    92  1  0  'C'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 3.44 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 3.32 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 3.32 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 3.32 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 3.45 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 3.45 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 63 36.74 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 3.45 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 3.45 0. 32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 3.73 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 3.70 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 3.44 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 3.44 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 378. 3.46 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 378 36.74 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 378. 3.46 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 378 36.74 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 413. 3.46 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 413 36.74 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 392. 3.46 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 392. 3.46 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 392. 3.46 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 392. 3.46 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 392. 3.46 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 392. 3.46 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 323. 3.76 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 323. 3.76 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 323. 3.76 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 323. 3.76 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 323. 3.76 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 323. 3.76 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 323 36.74 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 360. 3.76 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 360 36.74 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 360. 3.76 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 360 36.74 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 417. 3.76 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 89. 3.32 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 89. 3.32 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 89. 3.32 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 89 36.74 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 73. 3.44 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 73. 3.44 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 73. 3.44 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 73 36.74 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 3.44 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 3.44 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 3.44 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 3.44 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 46. 3.45 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 46. 3.45 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 46. 3.45 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 46 36.74 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 92. 3.45 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 92. 3.45 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 92. 3.45 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 92. 3.45 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 92 36.74 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 3.45
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 583 36.74 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 3.45 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
3.45 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 604 36.74 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
3.45 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 529 36.74 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
3.32 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 529 36.74 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
3.32 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 536 36.74 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543. 3.32
0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 543 36.74 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
3.32 0. 32.
2
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'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
      90        18      2.0 543 36.74 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799. 3.44
0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
      90        18      2.0 799 36.74 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
3.44 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
      90        18      2.0 799 36.74 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
3.73 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
      90        18      2.0 763 36.74 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
3.73 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
      90        18      2.0 763 36.74 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
3.73 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
      90        18      2.0 780 36.74 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
3.73 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
      90        18      2.0 767 36.74 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 3.73 0.
32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
3.76 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
3.46 0. 32.
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1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 3.46 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 3.76 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 3.46 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 3.76 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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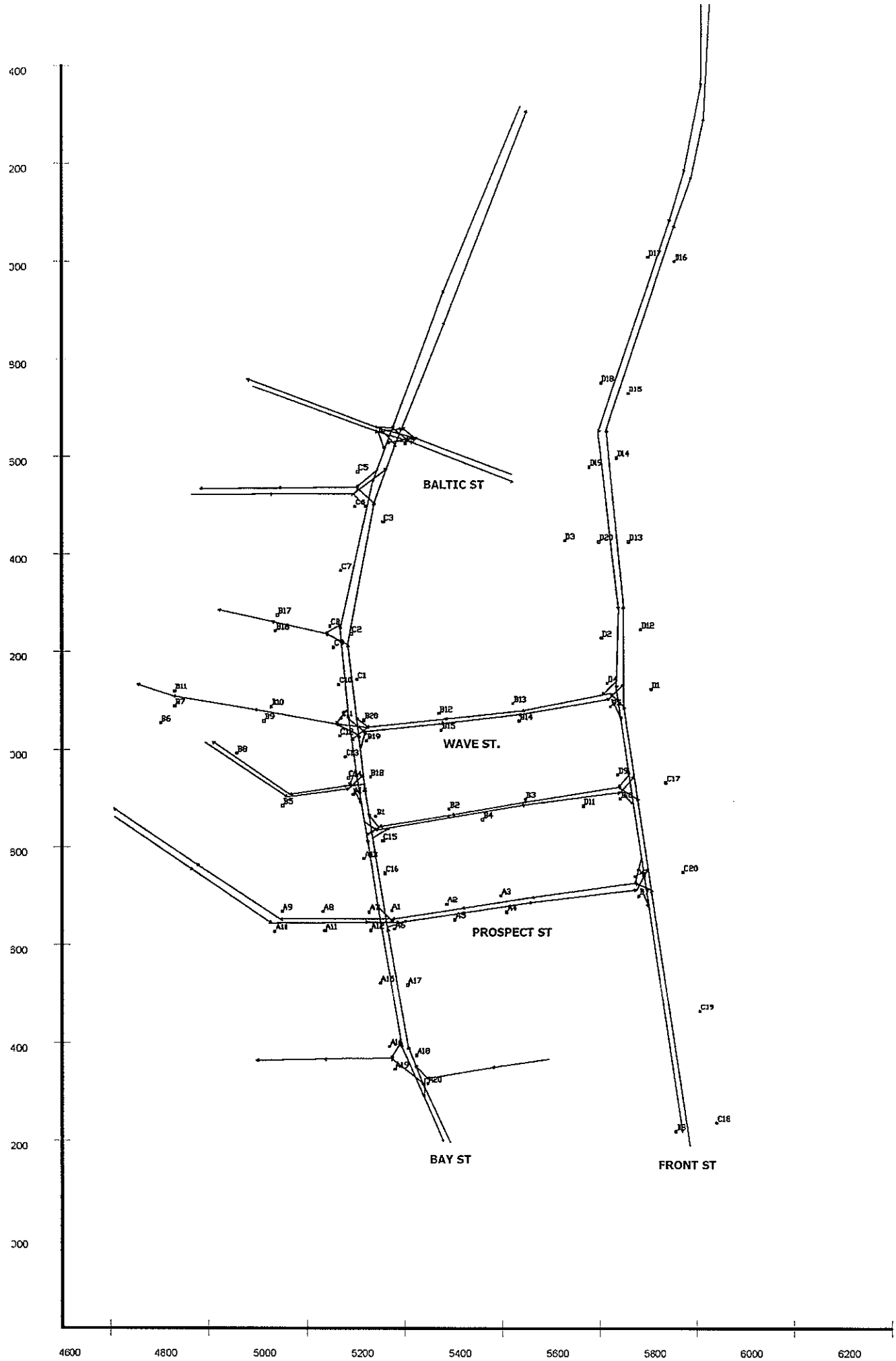
BALTIC ST
WAVE ST.
PROSPECT ST
BAY ST
FRONT ST
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200
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400
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4600
4800
5000
5200
5400
5600
5800
6000
6200

JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersection Group A

DATE : 4/24/ 6
TIME : 18:16:21

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	.0	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	50.	.0	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	66.	.0	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	.0	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	93.	.0	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	93.	.0	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5343.9	4346.0	*	36.	260.	AG	0.	100.0	.0	12.0	.33	1.8
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	27.	.0	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	118.	.0	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	45.	.0	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	22.	.0	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	.0	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	27.	.0	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	426.	.0	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5779.6	4235.4	*	42.	351.	AG	0.	100.0	.0	12.0	.35	2.1
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	426.	.0	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.0	4756.5	*	42.	352.	AG	0.	100.0	.0	12.0	.35	2.1
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	453.	.0	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5672.4	4946.1	*	45.								

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352. AG      0. 100.0     .0 12.0  .38   2.3
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    427.     .0     .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    427.     .0     .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    427.     .0     .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    427.     .0     .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    427.     .0     .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    427.     .0     .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    438.     .0     .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    438.     .0     .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    438.     .0     .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    438.     .0     .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    438.     .0     .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    438.     .0     .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.1    5236.9 *      43.
181. AG      0. 100.0     .0 12.0  .36   2.2
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    466.     .0     .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5643.3    5083.6 *      46.
172. AG      0. 100.0     .0 12.0  .39   2.3
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    466.     .0     .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5668.5    4904.6 *      46.
172. AG      0. 100.0     .0 12.0  .39   2.3
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    508.     .0     .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG    102.     .0     .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG    102.     .0     .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG    102.     .0     .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5479.5    5080.6 *      39.
80. AG      0. 100.0     .0 12.0  .36   2.0
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    100.     .0     .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    100.     .0     .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    100.     .0     .0 32.0
```


JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersection Group A

DATE : 4/24/ 6
TIME : 18:16:21

LINK VARIABLES

```
        LINK DESCRIPTION      *          LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

------------------------*----------------------------------------------*-----------------
---------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5243.9    5060.2 *      38.
264. AG      0. 100.0    .0 12.0  .35   1.9
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.    .0    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.    .0    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.    .0    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.    .0    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     54.    .0    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     54.    .0    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     54.    .0    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4947.7    4646.2 *      21.
89. AG      0. 100.0    .0 12.0  .19   1.0
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG    128.    .0    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG    128.    .0    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG    128.    .0    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG    128.    .0    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5509.7    4694.6 *      49.
83. AG      0. 100.0    .0 12.0  .45   2.5
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    811.    .0    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5257.7    4271.5 *      80.
335. AG      0. 100.0    .0 12.0  .67   4.1
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    811.    .0    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    838.    .0    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5191.1    4475.3 *      82.
350. AG      0. 100.0    .0 12.0  .69   4.2
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    727.    .0    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5152.4    4704.6 *      72.
351. AG      0. 100.0    .0 12.0  .60   3.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    727.    .0    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5120.0    4905.7 *      72.
351. AG      0. 100.0    .0 12.0  .60   3.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    727.    .0    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5109.6    4996.2 *      72.
354. AG      0. 100.0    .0 12.0  .60   3.6
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    734.    .0    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5097.5    5102.7 *      72.
353. AG      0. 100.0    .0 12.0  .61   3.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    734.    .0    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5097.4    5288.0 *      72.
11. AG      0. 100.0    .0 12.0  .61   3.7
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     74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    821.    .0    .0 32.0
     75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5116.5    5471.1 *      81.
193. AG      0. 100.0    .0 12.0  .68   4.1
     76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    821.    .0    .0 32.0
     77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.8    5167.6 *      81.
174. AG      0. 100.0    .0 12.0  .68   4.1
     78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    790.    .0    .0 32.0
     79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.9    4986.0 *      78.
172. AG      0. 100.0    .0 12.0  .65   3.9
     80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    790.    .0    .0 32.0
     81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.7    4866.3 *      78.
171. AG      0. 100.0    .0 12.0  .65   3.9
     82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.    .0    .0 32.0
     83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG      0. 100.0    .0 12.0  .65   3.9
     84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    807.    .0    .0 32.0
     85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.9    4598.6 *      79.
171. AG      0. 100.0    .0 12.0  .67   4.0
     86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    799.    .0    .0 32.0
     87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     58.    .0    .0 32.0
     88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     70.    .0    .0 32.0
     89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     74.    .0    .0 32.0
     90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     25.    .0    .0 32.0
     91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     75.    .0    .0 32.0
     92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     53.    .0    .0 32.0
```


JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersection Group A

DATE : 4/24/ 6
TIME : 18:16:21

```
      7. L19Q CROSS ST WB 2-3*      90       70       2.0       93       1600
 .04      1        3
     15. L43Q FRONT ST NB 1-2*      90       18       2.0      426       1600
 .04      1        3
     17. L3Q FRONT ST NB 2-2A*      90       18       2.0      426       1600
 .04      1        3
     19. L44Q FRONT ST NB 2A-*      90       18       2.0      453       1600
 .04      1        3
     32. L84Q FRONT SB 1-2   *      90       18       2.0      438       1600
 .04      1        3
     34. L85Q FRONT SB 2-3   *      90       18       2.0      466       1600
 .04      1        3
     36. L86Q EFRONT SB 3-4  *      90       18       2.0      466       1600
 .04      1        3
     41. L52Q WAVE ST EB 3-4 *      90       70       2.0      102       1600
 .04      1        3
     45. L55Q WAVE WB-Roadway*      90       70       2.0      100       1600
```

```
.04      1        3
   53. L68Q PROSPECT EB-Roa*      90       70       2.0        54       1600
.04      1        3
   58. L72Q PROSPECT EB-Roa*      90       70       2.0       128       1600
.04      1        3
   60. L105Q BAY ST NB-BAY *      90       18       2.0       811       1600
.04      1        3
   63. L107Q BAY ST NB-BAY *      90       18       2.0       838       1600
.04      1        3
   65. L108Q BAY ST NB-BAY *      90       18       2.0       727       1600
.04      1        3
   67. L109Q BAY ST NB-BAY *      90       18       2.0       727       1600
.04      1        3
   69. L110Q BAY ST NB-BAY *      90       18       2.0       727       1600
.04      1        3
   71. L111Q BAY ST NB-BAY *      90       18       2.0       734       1600
.04      1        3
   73. L112Q BAY ST NB-BAY *      90       18       2.0       734       1600
.04      1        3
   75. L119Q BAY SB-BAY ST *      90       18       2.0       821       1600
.04      1        3
   77. L120Q BAY SB-BAY ST *      90       18       2.0       821       1600
.04      1        3
   79. L121Q BAY SB-BAY ST *      90       18       2.0       790       1600
.04      1        3
   81. L122Q BAY SB-BAY ST *      90       18       2.0       790       1600
.04      1        3
   83. L123Q BAY SB-BAY ST *      90       18       2.0       780       1600
.04      1        3
   85. L124Q BAY SB-BAY ST *      90       18       2.0       807       1600
.04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_A1	5172.0	4671.0	6.0
2. REC S_A2	5286.0	4686.0	6.0
3. REC S_A3	5397.0	4702.0	6.0
4. REC S_A4	5409.0	4669.0	6.0
5. REC S_A5	5302.0	4654.0	6.0
6. REC S_A6	5179.0	4634.0	6.0
7. REC S_A7	5127.0	4669.0	6.0
8. REC S_A8	5032.0	4670.0	6.0
9. REC S_A9	4949.0	4670.0	6.0
10. REC S_A10	4934.0	4629.0	6.0
11. REC S_A11	5036.0	4630.0	6.0
12. REC S_A12	5129.0	4631.0	6.0
13. REC S_A13	5116.0	4778.0	6.0
14. REC S_A14	5095.0	4909.0	6.0
15. REC S_A15	5149.0	4523.0	6.0
16. REC S_A16	5168.0	4394.0	6.0
17. REC S_A17	5205.0	4519.0	6.0
18. REC S_A18	5222.0	4376.0	6.0
19. REC S_A19	5179.0	4348.0	6.0
20. REC S_A20	5245.0	4319.0	6.0

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.	*	1.	0.	0.	0.	0.	1.	3.	1.	0.	0.	1.	2.	3.	3.	3.	2.	1.	1.	2.	1.
5.	*	0.	0.	0.	0.	0.	1.	3.	1.	0.	1.	1.	2.	3.	3.	2.	2.	0.	1.	2.	1.
10.	*	0.	0.	0.	0.	0.	0.	2.	1.	0.	1.	1.	2.	3.	3.	2.	2.	0.	0.	2.	0.
15.	*	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	2.	2.	3.	2.	2.	0.	0.	2.	0.
20.	*	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	2.	2.	2.	2.	2.	0.	0.	2.	0.
25.	*	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	2.	2.	2.	2.	2.	0.	0.	1.	0.
30.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	2.	2.	2.	2.	2.	0.	0.	1.	0.
35.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	2.	2.	1.	1.	0.	0.	1.	0.
40.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	2.	2.	2.	1.	1.	0.	0.	1.	0.
45.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	2.	1.	2.	1.	1.	0.	0.	1.	0.
50.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
55.	*	0.	0.	0.	1.	0.	0.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	1.	0.
60.	*	0.	0.	0.	1.	0.	0.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	1.	0.
65.	*	0.	0.	0.	1.	0.	0.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	1.	1.
70.	*	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	1.	2.	1.	1.	1.	1.	0.	0.	1.	1.
75.	*	0.	0.	0.	1.	0.	0.	1.	0.	0.	1.	1.	2.	1.	1.	1.	2.	0.	0.	1.	1.
80.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	2.	1.	1.	1.	1.	0.	0.	1.	1.
85.	*	0.	0.	0.	1.	0.	0.	2.	0.	0.	0.	1.	2.	1.	1.	1.	1.	0.	0.	1.	0.
90.	*	0.	0.	0.	1.	0.	0.	2.	1.	0.	1.	1.	2.	1.	1.	1.	2.	0.	0.	1.	0.
95.	*	0.	0.	1.	0.	0.	0.	2.	1.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.	0.
100.	*	0.	0.	1.	0.	0.	0.	2.	1.	1.	1.	1.	2.	1.	1.	1.	1.	0.	0.	1.	0.
105.	*	0.	0.	1.	0.	0.	0.	2.	1.	1.	1.	1.	1.	2.	1.	1.	1.	0.	0.	1.	0.
110.	*	0.	0.	0.	0.	0.	0.	2.	1.	1.	0.	1.	2.	2.	2.	1.	1.	0.	0.	1.	0.
115.	*	0.	0.	0.	0.	0.	0.	2.	1.	1.	0.	1.	2.								

```
2.    2.    1.    1.    0.    0.    1.    0.
 120.  *    0.    0.    0.    0.    0.    0.    2.    1.    1.    0.    1.    1.
2.    2.    1.    2.    0.    0.    1.    0.
 125.  *    0.    0.    0.    0.    0.    0.    2.    1.    1.    1.    1.    1.
2.    2.    2.    2.    0.    0.    1.    0.
 130.  *    0.    0.    0.    0.    0.    0.    2.    1.    1.    1.    1.    2.
2.    2.    2.    2.    0.    0.    1.    1.
 135.  *    0.    0.    0.    0.    0.    0.    2.    1.    1.    1.    1.    2.
2.    2.    2.    2.    0.    1.    1.    1.
 140.  *    0.    0.    0.    0.    0.    0.    2.    1.    1.    0.    1.    2.
2.    2.    2.    2.    0.    1.    1.    1.
 145.  *    0.    0.    0.    0.    0.    0.    2.    1.    0.    0.    1.    2.
2.    2.    2.    2.    0.    1.    1.    1.
 150.  *    1.    0.    0.    0.    0.    0.    2.    1.    0.    0.    1.    2.
2.    2.    2.    1.    0.    2.    1.    2.
 155.  *    1.    0.    0.    0.    0.    1.    3.    1.    0.    0.    1.    2.
3.    3.    2.    1.    0.    2.    0.    2.
 160.  *    1.    0.    0.    0.    0.    1.    3.    0.    0.    0.    0.    2.
3.    3.    2.    1.    1.    2.    0.    2.
 165.  *    2.    0.    0.    0.    0.    2.    2.    0.    0.    0.    0.    2.
3.    3.    2.    0.    1.    3.    0.    3.
 170.  *    3.    0.    0.    0.    0.    2.    2.    0.    0.    0.    0.    1.
2.    3.    1.    0.    1.    3.    0.    3.
 175.  *    3.    0.    0.    0.    0.    3.    1.    0.    0.    0.    0.    1.
2.    2.    1.    0.    2.    3.    0.    2.
 180.  *    3.    0.    0.    0.    0.    3.    1.    0.    0.    0.    0.    0.
1.    1.    0.    0.    2.    2.    0.    2.
 185.  *    3.    1.    0.    0.    0.    3.    0.    0.    0.    0.    0.    0.
1.    1.    0.    0.    2.    2.    0.    2.
 190.  *    3.    1.    0.    0.    0.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 195.  *    3.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 200.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 205.  *    2.    1.    1.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
```


JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersection Group A

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    2.    1.    1.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    1.    0.    2.
 215.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 220.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 225.  *    2.    1.    1.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 230.  *    2.    1.    1.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 235.  *    2.    1.    1.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 240.  *    2.    1.    1.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
```

```
 245.  *    2.    1.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 250.  *    2.    1.    1.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 255.  *    2.    1.    1.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 260.  *    1.    1.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 265.  *    2.    0.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 270.  *    1.    0.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    2.
 275.  *    1.    0.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 280.  *    1.    0.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    2.
 285.  *    1.    0.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    2.
 290.  *    1.    0.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 295.  *    2.    0.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 300.  *    1.    1.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 305.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 310.  *    2.    1.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 315.  *    2.    1.    1.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 320.  *    2.    1.    0.    1.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    3.
 325.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    3.
 330.  *    2.    1.    0.    1.    1.    3.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    3.    0.    3.
 335.  *    3.    1.    0.    0.    1.    3.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    3.    0.    3.
 340.  *    3.    1.    0.    0.    1.    3.    0.    0.    0.    0.    0.    0.
1.    1.    0.    0.    2.    3.    0.    3.
 345.  *    3.    0.    0.    0.    1.    3.    1.    0.    0.    0.    0.    1.
1.    1.    1.    1.    2.    3.    1.    3.
 350.  *    2.    0.    0.    0.    0.    2.    2.    0.    0.    0.    0.    2.
2.    2.    2.    1.    2.    3.    1.    2.
 355.  *    2.    0.    0.    0.    0.    2.    2.    0.    0.    0.    0.    2.
3.    3.    2.    2.    1.    2.    2.    2.
 360.  *    1.    0.    0.    0.    0.    1.    3.    1.    0.    0.    1.    2.
3.    3.    3.    2.    1.    1.    2.    1.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    3.    1.    1.    1.    1.    3.    3.    1.    1.    1.    1.    2.
3.    3.    3.    2.    2.    3.    2.    3.
 DEGR. *  175   200   250    60   320   340   155    15    20    20    10     5
160   165     0   355   340   335   355   335
```

THE HIGHEST CONCENTRATION OF 3. ug/m**3 OCCURRED AT RECEPTOR REC14.

```
                                        FrontA_F
'PM2.5 2015 PM Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_A1    '       5172    4671    6
'REC    S_A2    '       5286    4686    6
'REC    S_A3    '       5397    4702    6
'REC    S_A4    '       5409    4669    6
'REC    S_A5    '       5302    4654    6
'REC    S_A6    '       5179    4634    6
'REC    S_A7    '       5127    4669    6
'REC    S_A8    '       5032    4670    6
'REC    S_A9    '       4949    4670    6
'REC    S_A10   '       4934    4629    6
'REC    S_A11   '       5036    4630    6
'REC    S_A12   '       5129    4631    6
'REC    S_A13   '       5116    4778    6
'REC    S_A14   '       5095    4909    6
'REC    S_A15   '       5149    4523    6
'REC    S_A16   '       5168    4394    6
'REC    S_A17   '       5205    4519    6
'REC    S_A18   '       5222    4376    6
'REC    S_A19   '       5179    4348    6
'REC    S_A20   '       5245    4319    6
'Front&Bay St Intersection Group A'    92  1  0  'P'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 0.022 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 50. 0.022 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 66. 0.022 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 0.022 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 93. 0.022 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 93. 0.022 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 93 0.044 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 27. 0.022 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 118. 0.022 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 45. 0.022 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 22. 0.022 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 0.022 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 27. 0.022 0. 32.
1
```

```
'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 0.022 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 426 0.044 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 0.022 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 426 0.044 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 0.022 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 453 0.044 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 0.022 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 0.022 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 0.022 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 0.022 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 0.022 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 0.022 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 438. 0.022 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 438. 0.022 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 438. 0.022 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 438. 0.022 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 438. 0.022 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 438. 0.022 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 438 0.044 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 0.022 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 466 0.044 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 0.022 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 466 0.044 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 508. 0.022 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 0.022 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 0.022 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 0.022 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 102 0.044 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 0.022 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 0.022 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 0.022 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 100 0.044 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 0.022 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 0.022 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 0.022 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 0.022 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 54. 0.022 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 54. 0.022 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 54. 0.022 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 54 0.044 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 128. 0.022 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 128. 0.022 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 128. 0.022 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 128. 0.022 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 128 0.044 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 811. 0.022
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 811 0.044 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
811. 0.022 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 838.
0.022 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 838 0.044 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 727.
0.022 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 727.
0.022 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 727.
0.022 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 734.
0.022 0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 734 0.044 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 734.
0.022 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 734 0.044 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 821.
0.022 0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 821 0.044 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 821.
0.022 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 821 0.044 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 790.
0.022 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 790 0.044 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 790.
0.022 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 790 0.044 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
0.022 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 0.044 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 807.
0.022 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 807 0.044 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 799. 0.022
0. 32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 58.
0.022 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 70.
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0.022 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 74. 0.022 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 25. 0.022 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 75. 0.022 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 53. 0.022 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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▯                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                        PAGE  1

      JOB: PM2.5 2015 PM Build Stapleton                        RUN: Front&Bay St
Intersections Group B

      DATE :  4/24/ 6
      TIME : 18:18:48

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =     .0 CM/S        VD =     .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)      ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH     EF       H   W    V/C QUEUE
                                *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*-----------------
---------------------------------------
      1. L5 BAY SB_RIGHT TURN*   5081.0    5083.0    5059.0    5054.0 *      36.
217. AG      3.     .0     .0 32.0
      2. L6 BAY  NB_RIGHT TUR*   5110.0    5002.0    5120.0    5039.0 *      38.
15. AG     50.     .0     .0 32.0
      3. L8 WAVE WB _RIGHT TU*   5127.0    5046.0    5100.0    5066.0 *      34.
307. AG     66.     .0     .0 32.0
      4. L9 BAY NB_ LEFT TURN*   5106.0    5031.0    5060.0    5054.0 *      51.
297. AG      9.     .0     .0 32.0
      5. L18 CROSS ST WB 1-2 *   5495.0    4368.0    5379.0    4352.0 *     117.
262. AG     93.     .0     .0 32.0
      6. L19 CROSS ST WB 2-3 *   5379.0    4352.0    5244.0    4329.0 *     137.
260. AG     93.     .0     .0 32.0
      7. L19Q CROSS ST WB 2-3*   5379.0    4352.0    5343.9    4346.0 *      36.
260. AG      0. 100.0     .0 12.0  .33   1.8
      8. L20 CROSS ST_RIGHT T*   5245.0    4329.0    5220.0    4357.0 *      38.
318. AG     27.     .0     .0 32.0
      9. L23 BAY ST NB_RIGHT *   5163.0    4637.0    5203.0    4651.0 *      42.
71. AG    118.     .0     .0 32.0
     10. L25 BAY ST SB_LEFT T*   5146.0    4678.0    5177.0    4648.0 *      43.
134. AG     45.     .0     .0 32.0
     11. L34 CROSS ST_LEFT TU*   5239.0    4328.0    5238.0    4291.0 *      37.
182. AG     22.     .0     .0 32.0
     12. L36 BAY SB_LEFT TURN*   5086.0    5064.0    5120.0    5037.0 *      43.
128. AG      9.     .0     .0 32.0
     13. L37 WAVE_LEFT TURN-B*   5124.0    5046.0    5091.0    5021.0 *      41.
233. AG     27.     .0     .0 32.0
     14. L43 FRONT ST NB 1-2 *   5786.0    4194.0    5706.0    4715.0 *     527.
351. AG    426.     .0     .0 32.0
     15. L43Q FRONT ST NB 1-2*   5786.0    4194.0    5779.6    4235.4 *      42.
351. AG      0. 100.0     .0 12.0  .35   2.1
     16. L44 FRONT ST NB 2-2A*   5706.0    4715.0    5679.0    4902.0 *     189.
352. AG    426.     .0     .0 32.0
     17. L3Q FRONT ST NB 2-2A*   5706.0    4715.0    5700.0    4756.5 *      42.
352. AG      0. 100.0     .0 12.0  .35   2.1
     18. L44A FRONT ST NB 2A-*   5679.0    4902.0    5651.0    5090.0 *     190.
352. AG    453.     .0     .0 32.0
     19. L44Q FRONT ST NB 2A-*   5679.0    4902.0    5672.4    4946.1 *      45.
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352. AG      0. 100.0    .0 12.0  .38   2.3
     20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    427.    .0    .0 32.0
     21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    427.    .0    .0 32.0
     22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG     427.    .0    .0 32.0
     23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG     427.    .0    .0 32.0
     24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG     427.    .0    .0 32.0
     25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG     427.    .0    .0 32.0
     26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    438.    .0    .0 32.0
     27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    438.    .0    .0 32.0
     28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    438.    .0    .0 32.0
     29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    438.    .0    .0 32.0
     30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    438.    .0    .0 32.0
     31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    438.    .0    .0 32.0
     32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.1    5236.9 *      43.
181. AG      0. 100.0    .0 12.0  .36   2.2
     33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    466.    .0    .0 32.0
     34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5643.3    5083.6 *      46.
172. AG      0. 100.0    .0 12.0  .39   2.3
     35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    466.    .0    .0 32.0
     36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5668.5    4904.6 *      46.
172. AG      0. 100.0    .0 12.0  .39   2.3
     37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    508.    .0    .0 32.0
     38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     102.    .0    .0 32.0
     39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     102.    .0    .0 32.0
     40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     102.    .0    .0 32.0
     41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5479.5    5080.6 *      39.
80. AG       0. 100.0    .0 12.0  .36   2.0
     42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    100.    .0    .0 32.0
     43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    100.    .0    .0 32.0
     44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    100.    .0    .0 32.0
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JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group B

DATE : 4/24/ 6
TIME : 18:18:48

LINK VARIABLES

```
      LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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```
                                   *   X1         Y1         X2         Y2     *     (FT)
(DEG)              (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*----------------
---------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5243.9    5060.2 *      38.
264. AG      0. 100.0    .0 12.0  .35   1.9
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.    .0    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.    .0    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.    .0    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.    .0    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     54.    .0    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     54.    .0    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     54.    .0    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4947.7    4646.2 *      21.
89. AG      0. 100.0    .0 12.0  .19   1.0
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG    128.    .0    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG    128.    .0    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG    128.    .0    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG    128.    .0    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5509.7    4694.6 *      49.
83. AG      0. 100.0    .0 12.0  .45   2.5
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    811.    .0    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5257.7    4271.5 *      80.
335. AG      0. 100.0    .0 12.0  .67   4.1
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    811.    .0    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    838.    .0    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5191.1    4475.3 *      82.
350. AG      0. 100.0    .0 12.0  .69   4.2
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    727.    .0    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5152.4    4704.6 *      72.
351. AG      0. 100.0    .0 12.0  .60   3.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    727.    .0    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5120.0    4905.7 *      72.
351. AG      0. 100.0    .0 12.0  .60   3.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    727.    .0    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5109.6    4996.2 *      72.
354. AG      0. 100.0    .0 12.0  .60   3.6
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    734.    .0    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5097.5    5102.7 *      72.
353. AG      0. 100.0    .0 12.0  .61   3.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    734.    .0    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5097.4    5288.0 *      72.
11. AG      0. 100.0    .0 12.0  .61   3.7
```

```
     74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    821.    .0    .0 32.0
     75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5116.5    5471.1 *      81.
193. AG      0. 100.0    .0 12.0  .68   4.1
     76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    821.    .0    .0 32.0
     77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.8    5167.6 *      81.
174. AG      0. 100.0    .0 12.0  .68   4.1
     78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    790.    .0    .0 32.0
     79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.9    4986.0 *      78.
172. AG      0. 100.0    .0 12.0  .65   3.9
     80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    790.    .0    .0 32.0
     81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.7    4866.3 *      78.
171. AG      0. 100.0    .0 12.0  .65   3.9
     82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.    .0    .0 32.0
     83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG      0. 100.0    .0 12.0  .65   3.9
     84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    807.    .0    .0 32.0
     85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.9    4598.6 *      79.
171. AG      0. 100.0    .0 12.0  .67   4.0
     86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    799.    .0    .0 32.0
     87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     58.    .0    .0 32.0
     88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     70.    .0    .0 32.0
     89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     74.    .0    .0 32.0
     90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     25.    .0    .0 32.0
     91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     75.    .0    .0 32.0
     92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     53.    .0    .0 32.0
```

PAGE 3

JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group B

DATE : 4/24/ 6
TIME : 18:18:48

```
      7. L19Q CROSS ST WB 2-3*      90       70       2.0       93       1600
 .04      1        3
     15. L43Q FRONT ST NB 1-2*      90       18       2.0      426       1600
 .04      1        3
     17. L3Q FRONT ST NB 2-2A*      90       18       2.0      426       1600
 .04      1        3
     19. L44Q FRONT ST NB 2A-*      90       18       2.0      453       1600
 .04      1        3
     32. L84Q FRONT SB 1-2   *      90       18       2.0      438       1600
 .04      1        3
     34. L85Q FRONT SB 2-3   *      90       18       2.0      466       1600
 .04      1        3
     36. L86Q EFRONT SB 3-4  *      90       18       2.0      466       1600
 .04      1        3
     41. L52Q WAVE ST EB 3-4 *      90       70       2.0      102       1600
 .04      1        3
     45. L55Q WAVE WB-Roadway*      90       70       2.0      100       1600
```

```
.04      1         3
    53. L68Q PROSPECT EB-Roa*      90        70        2.0        54        1600
.04      1         3
    58. L72Q PROSPECT EB-Roa*      90        70        2.0       128        1600
.04      1         3
    60. L105Q BAY ST NB-BAY *      90        18        2.0       811        1600
.04      1         3
    63. L107Q BAY ST NB-BAY *      90        18        2.0       838        1600
.04      1         3
    65. L108Q BAY ST NB-BAY *      90        18        2.0       727        1600
.04      1         3
    67. L109Q BAY ST NB-BAY *      90        18        2.0       727        1600
.04      1         3
    69. L110Q BAY ST NB-BAY *      90        18        2.0       727        1600
.04      1         3
    71. L111Q BAY ST NB-BAY *      90        18        2.0       734        1600
.04      1         3
    73. L112Q BAY ST NB-BAY *      90        18        2.0       734        1600
.04      1         3
    75. L119Q BAY SB-BAY ST *      90        18        2.0       821        1600
.04      1         3
    77. L120Q BAY SB-BAY ST *      90        18        2.0       821        1600
.04      1         3
    79. L121Q BAY SB-BAY ST *      90        18        2.0       790        1600
.04      1         3
    81. L122Q BAY SB-BAY ST *      90        18        2.0       790        1600
.04      1         3
    83. L123Q BAY SB-BAY ST *      90        18        2.0       780        1600
.04      1         3
    85. L124Q BAY SB-BAY ST *      90        18        2.0       807        1600
.04      1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_B1	5141.0	4865.0	6.0
2. REC S_B2	5290.0	4880.0	6.0
3. REC S_B3	5448.0	4901.0	6.0
4. REC S_B4	5360.0	4858.0	6.0
5. REC S_B5	4950.0	4886.0	6.0
6. REC S_B6	4702.0	5055.0	6.0
7. REC S_B7	4731.0	5090.0	6.0
8. REC S_B8	4857.0	4993.0	6.0
9. REC S_B9	4912.0	5060.0	6.0
10. REC S_B10	4926.0	5089.0	6.0
11. REC S_B11	4731.0	5121.0	6.0
12. REC S_B12	5270.0	5076.0	6.0
13. REC S_B13	5423.0	5097.0	6.0
14. REC S_B14	5435.0	5060.0	6.0
15. REC S_B15	5275.0	5041.0	6.0
16. REC S_B16	4936.0	5244.0	6.0
17. REC S_B17	4939.0	5277.0	6.0
18. REC S_B18	4945.0	5020.0	6.0
19. REC S_B19	5122.0	5020.0	6.0
20. REC S_B20	5116.0	5062.0	6.0

JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group B

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 * 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

0.	*	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.
5.	*	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.
10.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.
15.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
20.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
25.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.
30.	*	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.	0.
35.	*	0.	0.	0.	0.	1.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.
40.	*	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	0.	0.	1.	0.	1.	0.	0.	0.
45.	*	0.	0.	0.	0.	1.	0.	0.	1.	1.	1.	0.	0.	1.	0.	1.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	0.	1.	1.	0.	0.
55.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	1.	0.	1.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	1.	0.	0.
65.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	1.	0.	0.
70.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.
75.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.
80.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	1.	0.	0.	0.
85.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.
90.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
95.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	0.	1.	1.	0.	0.	0.
100.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.
105.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.
110.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.
115.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.						

```
1.    0.    0.    1.    0.    0.    0.    0.
 120.  *    0.    0.    0.    0.    1.    0.    0.    1.    0.    0.    0.    0.
1.    0.    0.    1.    1.    0.    0.    0.
 125.  *    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.
1.    0.    0.    1.    1.    0.    0.    0.
 130.  *    0.    0.    0.    0.    1.    0.    0.    0.    1.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    1.
 135.  *    0.    0.    0.    0.    1.    0.    0.    0.    1.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    1.
 140.  *    0.    0.    0.    0.    1.    0.    0.    0.    0.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 145.  *    0.    0.    0.    0.    1.    0.    0.    0.    1.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 150.  *    0.    0.    0.    0.    1.    0.    0.    0.    0.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 155.  *    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.
0.    0.    0.    1.    1.    0.    0.    0.
 160.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    1.    1.    1.    1.    1.
 165.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    1.    1.    1.    1.    1.
 170.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    2.    2.
 175.  *    3.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    3.    2.    3.
 180.  *    3.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    3.    3.    3.
 185.  *    3.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    3.    3.    3.
 190.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    3.    2.    2.
 195.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    2.    2.
 200.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    1.    0.    0.    2.    2.    2.
 205.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    2.    2.
```


JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group B

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    2.    2.
 215.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    1.    2.
 220.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    1.    0.    0.    2.    1.    2.
 225.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    1.    2.
 230.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    1.    2.
 235.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    1.    2.
 240.  *    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    1.    1.    1.
```

```
 245.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    1.    1.    1.
 250.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
 255.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    1.    0.    0.    1.    1.    1.
 260.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    1.    0.    0.    1.    1.    1.
 265.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    1.    1.    0.    0.    1.    1.    1.
 270.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    1.    1.    0.    0.    1.    1.    1.
 275.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    1.    1.    0.    0.    1.    1.    1.
 280.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    1.    1.
 285.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    1.    1.
 290.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    1.    1.    1.
 295.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    2.    1.
 300.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    2.    1.
 305.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    1.    0.    0.    2.    2.    2.
 310.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 315.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 320.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 325.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 330.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 335.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 340.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    3.    3.    2.
 345.  *    3.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    3.    2.    2.
 350.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 355.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    0.    2.    2.    2.
 360.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    0.    2.    1.    1.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    3.    1.    0.    0.    1.    0.    0.    1.    1.    1.    0.    1.
1.    1.    1.    1.    1.    3.    3.    3.
 DEGR. *  180   325    15   205    30   130   115    35    45    35   135   215
120    50   310   155   155   340   185   175
```

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

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                                        FrontB_F
'PM2.5 2015 PM Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_B1    '       5141    4865    6
'REC    S_B2    '       5290    4880    6
'REC    S_B3    '       5448    4901    6
'REC    S_B4    '       5360    4858    6
'REC    S_B5    '       4950    4886    6
'REC    S_B6    '       4702    5055    6
'REC    S_B7    '       4731    5090    6
'REC    S_B8    '       4857    4993    6
'REC    S_B9    '       4912    5060    6
'REC    S_B10   '       4926    5089    6
'REC    S_B11   '       4731    5121    6
'REC    S_B12   '       5270    5076    6
'REC    S_B13   '       5423    5097    6
'REC    S_B14   '       5435    5060    6
'REC    S_B15   '       5275    5041    6
'REC    S_B16   '       4936    5244    6
'REC    S_B17   '       4939    5277    6
'REC    S_B18   '       5129    4945    6
'REC    S_B19   '       5122    5020    6
'REC    S_B20   '       5116    5062    6
'Front&Bay St Intersections Group B'    92  1  0  'P'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 0.022 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 50. 0.022 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 66. 0.022 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 0.022 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 93. 0.022 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 93. 0.022 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 93 0.044 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 27. 0.022 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 118. 0.022 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 45. 0.022 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 22. 0.022 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 0.022 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 27. 0.022 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 0.022 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 426 0.044 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 0.022 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 426 0.044 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 0.022 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 453 0.044 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 0.022 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 0.022 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 0.022 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 0.022 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 0.022 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 0.022 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 438. 0.022 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 438. 0.022 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 438. 0.022 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 438. 0.022 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 438. 0.022 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 438. 0.022 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 438 0.044 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 0.022 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 466 0.044 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 0.022 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 466 0.044 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 508. 0.022 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 0.022 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 0.022 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 0.022 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 102 0.044 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 0.022 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 0.022 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 0.022 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 100 0.044 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 0.022 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 0.022 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 0.022 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 0.022 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 54. 0.022 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 54. 0.022 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 54. 0.022 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 54 0.044 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 128. 0.022 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 128. 0.022 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 128. 0.022 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 128. 0.022 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 128 0.044 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 811. 0.022
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 811 0.044 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
811. 0.022 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 838.
0.022 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 838 0.044 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 727.
0.022 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 727.
0.022 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 727.
0.022 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 734.
0.022 0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 734 0.044 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 734.
0.022 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
      90        18      2.0 734 0.044 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 821.
0.022 0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
      90        18      2.0 821 0.044 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 821.
0.022 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
      90        18      2.0 821 0.044 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 790.
0.022 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
      90        18      2.0 790 0.044 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 790.
0.022 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
      90        18      2.0 790 0.044 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
0.022 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
      90        18      2.0 780 0.044 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 807.
0.022 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
      90        18      2.0 807 0.044 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 799. 0.022
0. 32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 58.
0.022 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 70.
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0.022 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 74. 0.022 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 25. 0.022 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 75. 0.022 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 53. 0.022 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                         PAGE  1

      JOB: PM2.5 2015 PM Build Stapleton                        RUN: Front&Bay St
Intersections Group C

      DATE :  4/24/ 6
      TIME : 18:19:23

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*------------------
----------------------------------------
      1. L5 BAY SB_RIGHT TURN*   5081.0    5083.0    5059.0    5054.0 *      36.
217. AG      3.    .0    .0 32.0
      2. L6 BAY  NB_RIGHT TUR*   5110.0    5002.0    5120.0    5039.0 *      38.
15. AG     50.    .0    .0 32.0
      3. L8 WAVE WB _RIGHT TU*   5127.0    5046.0    5100.0    5066.0 *      34.
307. AG     66.    .0    .0 32.0
      4. L9 BAY NB_ LEFT TURN*   5106.0    5031.0    5060.0    5054.0 *      51.
297. AG      9.    .0    .0 32.0
      5. L18 CROSS ST WB 1-2 *   5495.0    4368.0    5379.0    4352.0 *     117.
262. AG     93.    .0    .0 32.0
      6. L19 CROSS ST WB 2-3 *   5379.0    4352.0    5244.0    4329.0 *     137.
260. AG     93.    .0    .0 32.0
      7. L19Q CROSS ST WB 2-3*   5379.0    4352.0    5343.9    4346.0 *      36.
260. AG      0. 100.0    .0 12.0  .33   1.8
      8. L20 CROSS ST_RIGHT T*   5245.0    4329.0    5220.0    4357.0 *      38.
318. AG     27.    .0    .0 32.0
      9. L23 BAY ST NB_RIGHT *   5163.0    4637.0    5203.0    4651.0 *      42.
71. AG    118.    .0    .0 32.0
     10. L25 BAY ST SB_LEFT T*   5146.0    4678.0    5177.0    4648.0 *      43.
134. AG     45.    .0    .0 32.0
     11. L34 CROSS ST_LEFT TU*   5239.0    4328.0    5238.0    4291.0 *      37.
182. AG     22.    .0    .0 32.0
     12. L36 BAY SB_LEFT TURN*   5086.0    5064.0    5120.0    5037.0 *      43.
128. AG      9.    .0    .0 32.0
     13. L37 WAVE_LEFT TURN-B*   5124.0    5046.0    5091.0    5021.0 *      41.
233. AG     27.    .0    .0 32.0
     14. L43 FRONT ST NB 1-2 *   5786.0    4194.0    5706.0    4715.0 *     527.
351. AG    426.    .0    .0 32.0
     15. L43Q FRONT ST NB 1-2*   5786.0    4194.0    5779.6    4235.4 *      42.
351. AG      0. 100.0    .0 12.0  .35   2.1
     16. L44 FRONT ST NB 2-2A*   5706.0    4715.0    5679.0    4902.0 *     189.
352. AG    426.    .0    .0 32.0
     17. L3Q FRONT ST NB 2-2A*   5706.0    4715.0    5700.0    4756.5 *      42.
352. AG      0. 100.0    .0 12.0  .35   2.1
     18. L44A FRONT ST NB 2A-*   5679.0    4902.0    5651.0    5090.0 *     190.
352. AG    453.    .0    .0 32.0
     19. L44Q FRONT ST NB 2A-*   5679.0    4902.0    5672.4    4946.1 *      45.
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352. AG      0. 100.0    .0 12.0  .38   2.3
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    427.    .0    .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    427.    .0    .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    427.    .0    .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    427.    .0    .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    427.    .0    .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    427.    .0    .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    438.    .0    .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    438.    .0    .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    438.    .0    .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    438.    .0    .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    438.    .0    .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    438.    .0    .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.1    5236.9 *      43.
181. AG      0. 100.0    .0 12.0  .36   2.2
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    466.    .0    .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5643.3    5083.6 *      46.
172. AG      0. 100.0    .0 12.0  .39   2.3
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    466.    .0    .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5668.5    4904.6 *      46.
172. AG      0. 100.0    .0 12.0  .39   2.3
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    508.    .0    .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG    102.    .0    .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG    102.    .0    .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG    102.    .0    .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5479.5    5080.6 *      39.
80. AG      0. 100.0    .0 12.0  .36   2.0
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    100.    .0    .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    100.    .0    .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    100.    .0    .0 32.0
```

PAGE 2

JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group C

DATE : 4/24/ 6
TIME : 18:19:23

LINK VARIABLES

```
        LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
```

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                                   *   X1         Y1         X2         Y2     *     (FT)
(DEG)              (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
----------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5243.9    5060.2 *      38.
264. AG      0. 100.0    .0 12.0  .35   1.9
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.    .0    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.    .0    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.    .0    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.    .0    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     54.    .0    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     54.    .0    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     54.    .0    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4947.7    4646.2 *      21.
89. AG      0. 100.0    .0 12.0  .19   1.0
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG    128.    .0    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG    128.    .0    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG    128.    .0    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG    128.    .0    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5509.7    4694.6 *      49.
83. AG      0. 100.0    .0 12.0  .45   2.5
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    811.    .0    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5257.7    4271.5 *      80.
335. AG      0. 100.0    .0 12.0  .67   4.1
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    811.    .0    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    838.    .0    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5191.1    4475.3 *      82.
350. AG      0. 100.0    .0 12.0  .69   4.2
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    727.    .0    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5152.4    4704.6 *      72.
351. AG      0. 100.0    .0 12.0  .60   3.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    727.    .0    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5120.0    4905.7 *      72.
351. AG      0. 100.0    .0 12.0  .60   3.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    727.    .0    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5109.6    4996.2 *      72.
354. AG      0. 100.0    .0 12.0  .60   3.6
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    734.    .0    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5097.5    5102.7 *      72.
353. AG      0. 100.0    .0 12.0  .61   3.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    734.    .0    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5097.4    5288.0 *      72.
11. AG      0. 100.0    .0 12.0  .61   3.7
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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    821.     .0     .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5116.5    5471.1 *      81.
193. AG      0. 100.0     .0 12.0  .68   4.1
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    821.     .0     .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.8    5167.6 *      81.
174. AG      0. 100.0     .0 12.0  .68   4.1
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    790.     .0     .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.9    4986.0 *      78.
172. AG      0. 100.0     .0 12.0  .65   3.9
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    790.     .0     .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.7    4866.3 *      78.
171. AG      0. 100.0     .0 12.0  .65   3.9
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.     .0     .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG      0. 100.0     .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    807.     .0     .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.9    4598.6 *      79.
171. AG      0. 100.0     .0 12.0  .67   4.0
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    799.     .0     .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     58.     .0     .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     70.     .0     .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     74.     .0     .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG    25.     .0     .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG    75.     .0     .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG    53.     .0     .0 32.0
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      JOB: PM2.5 2015 PM Build Stapleton                          RUN: Front&Bay St
Intersections Group C

      DATE :  4/24/ 6
      TIME : 18:19:23

       7. L19Q CROSS ST WB 2-3*      90        70        2.0        93        1600
  .04      1         3
      15. L43Q FRONT ST NB 1-2*      90        18        2.0       426        1600
  .04      1         3
      17. L3Q FRONT ST NB 2-2A*      90        18        2.0       426        1600
  .04      1         3
      19. L44Q FRONT ST NB 2A-*      90        18        2.0       453        1600
  .04      1         3
      32. L84Q FRONT SB 1-2   *      90        18        2.0       438        1600
  .04      1         3
      34. L85Q FRONT SB 2-3   *      90        18        2.0       466        1600
  .04      1         3
      36. L86Q EFRONT SB 3-4  *      90        18        2.0       466        1600
  .04      1         3
      41. L52Q WAVE ST EB 3-4 *      90        70        2.0       102        1600
  .04      1         3
      45. L55Q WAVE WB-Roadway*      90        70        2.0       100        1600
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```
.04      1         3
    53. L68Q PROSPECT EB-Roa*      90        70        2.0        54        1600
.04      1         3
    58. L72Q PROSPECT EB-Roa*      90        70        2.0       128        1600
.04      1         3
    60. L105Q BAY ST NB-BAY *      90        18        2.0       811        1600
.04      1         3
    63. L107Q BAY ST NB-BAY *      90        18        2.0       838        1600
.04      1         3
    65. L108Q BAY ST NB-BAY *      90        18        2.0       727        1600
.04      1         3
    67. L109Q BAY ST NB-BAY *      90        18        2.0       727        1600
.04      1         3
    69. L110Q BAY ST NB-BAY *      90        18        2.0       727        1600
.04      1         3
    71. L111Q BAY ST NB-BAY *      90        18        2.0       734        1600
.04      1         3
    73. L112Q BAY ST NB-BAY *      90        18        2.0       734        1600
.04      1         3
    75. L119Q BAY SB-BAY ST *      90        18        2.0       821        1600
.04      1         3
    77. L120Q BAY SB-BAY ST *      90        18        2.0       821        1600
.04      1         3
    79. L121Q BAY SB-BAY ST *      90        18        2.0       790        1600
.04      1         3
    81. L122Q BAY SB-BAY ST *      90        18        2.0       790        1600
.04      1         3
    83. L123Q BAY SB-BAY ST *      90        18        2.0       780        1600
.04      1         3
    85. L124Q BAY SB-BAY ST *      90        18        2.0       807        1600
.04      1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_C1	5103.0	5145.0	6.0
2. REC S_C2	5091.0	5239.0	6.0
3. REC S_C3	5156.0	5469.0	6.0
4. REC S_C4	5202.0	5629.0	6.0
5. REC S_C5	5105.0	5571.0	6.0
6. REC S_C6	5099.0	5500.0	6.0
7. REC S_C7	5070.0	5369.0	6.0
8. REC S_C8	5047.0	5255.0	6.0
9. REC S_C9	5054.0	5211.0	6.0
10. REC S_C10	5065.0	5135.0	6.0
11. REC S_C11	5069.0	5066.0	6.0
12. REC S_C12	5067.0	5030.0	6.0
13. REC S_C13	5078.0	4987.0	6.0
14. REC S_C14	5084.0	4943.0	6.0
15. REC S_C15	5155.0	4814.0	6.0
16. REC S_C16	5159.0	4748.0	6.0
17. REC S_C17	5738.0	4934.0	6.0
18. REC S_C18	5841.0	4239.0	6.0
19. REC S_C19	5807.0	4467.0	6.0
20. REC S_C20	5773.0	4750.0	6.0

JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group C

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 * 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

0.	*	2.	3.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	2.	2.	1.	1.	0.	0.	0.	0.
5.	*	2.	3.	0.	0.	0.	0.	0.	1.	2.	3.	3.	2.	3.	3.	0.	1.	0.	0.	0.	0.
10.	*	1.	3.	0.	0.	0.	0.	1.	1.	2.	3.	3.	2.	3.	2.	0.	0.	0.	0.	0.	0.
15.	*	1.	2.	0.	0.	0.	0.	1.	1.	2.	3.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.
20.	*	0.	2.	0.	0.	0.	0.	1.	2.	3.	3.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.
25.	*	0.	1.	0.	0.	0.	0.	1.	2.	2.	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.
30.	*	0.	1.	0.	0.	0.	1.	2.	2.	2.	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.
35.	*	0.	1.	0.	0.	0.	1.	2.	2.	2.	2.	2.	1.	2.	2.	0.	0.	0.	0.	0.	0.
40.	*	0.	1.	0.	0.	0.	1.	2.	2.	2.	2.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.
45.	*	0.	1.	0.	0.	0.	1.	2.	2.	2.	1.	1.	1.	2.	2.	0.	0.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.
55.	*	0.	0.	0.	0.	0.	1.	2.	1.	1.	1.	2.	1.	2.	1.	0.	0.	0.	0.	0.	0.
60.	*	0.	1.	0.	0.	0.	1.	1.	1.	2.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
65.	*	0.	1.	0.	0.	0.	1.	1.	1.	2.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
70.	*	0.	1.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
75.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
85.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	1.	1.	1.	0.	0.	0.	0.	0.	0.
95.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	1.	1.	1.	0.	0.	0.	0.	0.	0.
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	1.	1.	2.	0.	0.	0.	0.	0.	0.
105.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	1.	1.	1.	0.	0.	0.	0.	0.	0.
110.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	1.	1.	1.	0.	0.	0.	0.	0.	0.
115.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	1.								

```
1.    1.    0.    0.    0.    0.    0.    0.
 120.  *    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.    2.    1.
1.    2.    0.    0.    0.    0.    0.    0.
 125.  *    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.    2.    2.
2.    2.    0.    0.    0.    0.    0.    0.
 130.  *    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.    2.
2.    2.    0.    0.    0.    0.    0.    0.
 135.  *    0.    0.    0.    0.    0.    1.    1.    2.    2.    2.    2.    2.
2.    2.    0.    0.    0.    0.    0.    0.
 140.  *    0.    1.    0.    0.    1.    1.    1.    2.    2.    2.    2.    2.
2.    2.    0.    0.    0.    0.    0.    0.
 145.  *    0.    1.    0.    0.    1.    1.    1.    2.    2.    2.    2.    2.
2.    2.    0.    0.    0.    0.    0.    0.
 150.  *    0.    1.    0.    0.    1.    2.    1.    2.    2.    2.    2.    2.
2.    2.    0.    0.    0.    0.    0.    0.
 155.  *    0.    1.    0.    0.    1.    1.    1.    2.    2.    3.    2.    2.
2.    2.    0.    1.    0.    0.    0.    0.
 160.  *    1.    1.    0.    0.    1.    2.    2.    2.    3.    3.    3.    2.
3.    3.    0.    1.    0.    0.    0.    0.
 165.  *    2.    2.    0.    0.    1.    2.    2.    3.    3.    3.    3.    2.
3.    2.    1.    2.    0.    0.    0.    0.
 170.  *    2.    2.    0.    0.    1.    2.    3.    2.    2.    3.    2.    2.
2.    2.    2.    2.    0.    0.    0.    0.
 175.  *    3.    3.    0.    0.    2.    2.    3.    2.    2.    2.    2.    1.
2.    1.    2.    3.    0.    0.    0.    0.
 180.  *    3.    3.    1.    0.    2.    3.    2.    1.    1.    2.    1.    1.
1.    1.    2.    3.    1.    0.    0.    0.
 185.  *    3.    3.    1.    1.    1.    2.    1.    0.    1.    1.    0.    0.
0.    0.    2.    3.    1.    0.    0.    1.
 190.  *    2.    3.    1.    1.    1.    1.    1.    0.    0.    1.    0.    0.
0.    0.    2.    3.    1.    0.    0.    1.
 195.  *    2.    3.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    0.    1.    1.
 200.  *    2.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    0.    1.    1.
 205.  *    2.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    0.    0.    1.    1.
```


JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group C

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    2.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    0.    0.    1.    1.
 215.  *    2.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    1.    0.    1.    0.
 220.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    0.
 225.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    1.
 230.  *    1.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    1.
 235.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    1.
 240.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    1.
```

```
 245.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    1.    1.
 250.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    1.    1.
 255.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    1.    1.
 260.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    0.    1.    1.
 265.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    1.    1.
 270.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    1.    1.    1.
 275.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    1.    1.    1.
 280.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    1.    1.    0.
 285.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    1.    1.    0.
 290.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    1.    1.    0.
 295.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    0.    1.    1.    0.
 300.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    1.    1.    0.    1.
 305.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    1.    1.    1.    0.
 310.  *    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    1.    1.    1.    1.
 315.  *    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    1.    1.    1.
 320.  *    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    0.    1.    1.    1.
 325.  *    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    1.    1.    1.
 330.  *    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    1.    1.    1.
 335.  *    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    3.    0.    1.    1.    1.
 340.  *    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    3.    1.    1.    0.    0.
 345.  *    2.    2.    1.    0.    0.    0.    0.    0.    0.    1.    1.    0.
1.    1.    2.    3.    0.    1.    1.    1.
 350.  *    2.    2.    1.    0.    0.    0.    0.    0.    1.    1.    1.    1.
1.    1.    2.    3.    0.    0.    0.    0.
 355.  *    2.    3.    0.    0.    0.    0.    0.    0.    1.    2.    2.    1.
2.    2.    1.    2.    1.    0.    0.    0.
 360.  *    2.    3.    0.    0.    0.    0.    0.    0.    1.    2.    2.    2.
2.    2.    1.    1.    0.    0.    0.    0.
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    3.    3.    2.    1.    2.    3.    3.    3.    3.    3.    3.    2.
3.    3.    2.    3.    1.    1.    1.    1.
 DEGR. *  180   180   205   200   175   180   175   165   165   165    10    10
160   160   335   175   290   270   200   245
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THE HIGHEST CONCENTRATION OF 3. ug/m**3 OCCURRED AT RECEPTOR REC2 .

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                                        FrontC_F
'PM2.5 2015 PM Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_C1    '       5103    5145    6
'REC    S_C2    '       5091    5239    6
'REC    S_C3    '       5156    5469    6
'REC    S_C4    '       5202    5629    6
'REC    S_C5    '       5105    5571    6
'REC    S_C6    '       5099    5500    6
'REC    S_C7    '       5070    5369    6
'REC    S_C8    '       5047    5255    6
'REC    S_C9    '       5054    5211    6
'REC    S_C10   '       5065    5135    6
'REC    S_C11   '       5069    5066    6
'REC    S_C12   '       5067    5030    6
'REC    S_C13   '       5078    4987    6
'REC    S_C14   '       5084    4943    6
'REC    S_C15   '       5155    4814    6
'REC    S_C16   '       5159    4748    6
'REC    S_C17   '       5738    4934    6
'REC    S_C18   '       5841    4239    6
'REC    S_C19   '       5807    4467    6
'REC    S_C20   '       5773    4750    6
'Front&Bay St Intersections Group C'    92  1  0  'P'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 0.022 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 50. 0.022 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 66. 0.022 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 0.022 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 93. 0.022 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 93. 0.022 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 93 0.044 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 27. 0.022 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 118. 0.022 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 45. 0.022 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 22. 0.022 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 0.022 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 27. 0.022 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 0.022 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 426 0.044 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 0.022 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 426 0.044 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 0.022 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 453 0.044 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 0.022 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 0.022 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 0.022 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 0.022 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 0.022 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 0.022 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 438. 0.022 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 438. 0.022 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 438. 0.022 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 438. 0.022 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 438. 0.022 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 438. 0.022 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 438 0.044 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 0.022 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 466 0.044 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 0.022 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 466 0.044 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 508. 0.022 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 0.022 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 0.022 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 0.022 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 102 0.044 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 0.022 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 0.022 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 0.022 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 100 0.044 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 0.022 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 0.022 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 0.022 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 0.022 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 54. 0.022 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 54. 0.022 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 54. 0.022 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 54 0.044 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 128. 0.022 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 128. 0.022 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 128. 0.022 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 128. 0.022 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 128 0.044 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 811. 0.022
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 811 0.044 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
811. 0.022 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 838.
0.022 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 838 0.044 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 727.
0.022 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 727.
0.022 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 727.
0.022 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 734.
0.022 0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 734 0.044 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 734.
0.022 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 734 0.044 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 821.
0.022 0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 821 0.044 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 821.
0.022 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 821 0.044 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 790.
0.022 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 790 0.044 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 790.
0.022 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 790 0.044 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
0.022 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 0.044 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 807.
0.022 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 807 0.044 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 799. 0.022
0. 32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 58.
0.022 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 70.
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0.022 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 74. 0.022 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 25. 0.022 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 75. 0.022 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 53. 0.022 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

DATE : 4/24/ 6
TIME : 18:19:52

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .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.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	.0	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	50.	.0	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	66.	.0	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	.0	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	93.	.0	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	93.	.0	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5343.9	4346.0	*	36.	260.	AG	0.	100.0	.0	12.0	.33	1.8
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	27.	.0	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	118.	.0	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	45.	.0	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	22.	.0	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	.0	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	27.	.0	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	426.	.0	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5779.6	4235.4	*	42.	351.	AG	0.	100.0	.0	12.0	.35	2.1
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	426.	.0	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.0	4756.5	*	42.	352.	AG	0.	100.0	.0	12.0	.35	2.1
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	453.	.0	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5672.4	4946.1	*	45.								

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352. AG      0. 100.0    .0 12.0  .38   2.3
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    427.    .0    .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    427.    .0    .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    427.    .0    .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    427.    .0    .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    427.    .0    .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    427.    .0    .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    438.    .0    .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    438.    .0    .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    438.    .0    .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    438.    .0    .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    438.    .0    .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    438.    .0    .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.1    5236.9 *      43.
181. AG      0. 100.0    .0 12.0  .36   2.2
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    466.    .0    .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5643.3    5083.6 *      46.
172. AG      0. 100.0    .0 12.0  .39   2.3
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    466.    .0    .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5668.5    4904.6 *      46.
172. AG      0. 100.0    .0 12.0  .39   2.3
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    508.    .0    .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG    102.    .0    .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG    102.    .0    .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG    102.    .0    .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5479.5    5080.6 *      39.
80. AG      0. 100.0    .0 12.0  .36   2.0
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    100.    .0    .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    100.    .0    .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    100.    .0    .0 32.0
```


JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

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LINK VARIABLES

```
        LINK DESCRIPTION      *          LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *   X1          Y1          X2          Y2      *      (FT)
(DEG)              (G/MI)  (FT) (FT)          (VEH)

-----------------------*----------------------------------------*----------------
---------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0     5064.0     5243.9     5060.2 *       38.
264. AG      0. 100.0     .0 12.0  .35   1.9
      46. L56 WAVE WB-Roadway3*   5122.0     5048.0     5059.0     5054.0 *       63.
275. AG     11.     .0     .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0     5054.0     4893.0     5082.0 *      168.
280. AG     11.     .0     .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0     5082.0     4728.0     5110.0 *      167.
280. AG     11.     .0     .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0     5110.0     4655.0     5135.0 *       77.
289. AG     11.     .0     .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0     4862.0     4768.0     4754.0 *      193.
124. AG     54.     .0     .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0     4754.0     4927.0     4646.0 *      192.
124. AG     54.     .0     .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0     4646.0     5124.0     4648.0 *      197.
89. AG     54.     .0     .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0     4646.0     4947.7     4646.2 *       21.
89. AG      0. 100.0     .0 12.0  .19   1.0
      54. L69 PROSPECT EB-Road*   5124.0     4648.0     5188.0     4648.0 *       64.
90. AG    128.     .0     .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0     4648.0     5325.0     4669.0 *      139.
81. AG    128.     .0     .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0     4669.0     5461.0     4689.0 *      137.
82. AG    128.     .0     .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0     4689.0     5677.0     4714.0 *      217.
83. AG    128.     .0     .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0     4689.0     5509.7     4694.6 *       49.
83. AG      0. 100.0     .0 12.0  .45   2.5
      59. L105 BAY ST NB-BAY S*   5291.0     4199.0     5235.0     4321.0 *      134.
335. AG    811.     .0     .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0     4199.0     5257.7     4271.5 *       80.
335. AG      0. 100.0     .0 12.0  .67   4.1
      61. L106 BAY ST NB-BAY S*   5235.0     4321.0     5205.0     4394.0 *       79.
338. AG    811.     .0     .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0     4394.0     5164.0     4634.0 *      243.
350. AG    838.     .0     .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0     4394.0     5191.1     4475.3 *       82.
350. AG      0. 100.0     .0 12.0  .69   4.2
      64. L108 BAY ST NB-BAY S*   5164.0     4634.0     5131.0     4835.0 *      204.
351. AG    727.     .0     .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0     4634.0     5152.4     4704.6 *       72.
351. AG      0. 100.0     .0 12.0  .60   3.6
      66. L109 BAY ST NB-BAY S*   5131.0     4835.0     5117.0     4925.0 *       91.
351. AG    727.     .0     .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0     4835.0     5120.0     4905.7 *       72.
351. AG      0. 100.0     .0 12.0  .60   3.6
      68. L110 BAY ST NB-BAY S*   5117.0     4925.0     5106.0     5031.0 *      107.
354. AG    727.     .0     .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0     4925.0     5109.6     4996.2 *       72.
354. AG      0. 100.0     .0 12.0  .60   3.6
      70. L111 BAY ST NB-BAY S*   5106.0     5031.0     5084.0     5217.0 *      187.
353. AG    734.     .0     .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0     5031.0     5097.5     5102.7 *       72.
353. AG      0. 100.0     .0 12.0  .61   3.7
      72. L112 BAY ST NB-BAY S*   5084.0     5217.0     5139.0     5508.0 *      296.
11. AG    734.     .0     .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0     5217.0     5097.4     5288.0 *       72.
11. AG      0. 100.0     .0 12.0  .61   3.7
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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    821.    .0    .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5116.5    5471.1 *      81.
193. AG      0. 100.0    .0 12.0  .68   4.1
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    821.    .0    .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.8    5167.6 *      81.
174. AG      0. 100.0    .0 12.0  .68   4.1
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    790.    .0    .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.9    4986.0 *      78.
172. AG      0. 100.0    .0 12.0  .65   3.9
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    790.    .0    .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.7    4866.3 *      78.
171. AG      0. 100.0    .0 12.0  .65   3.9
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.    .0    .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG      0. 100.0    .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    807.    .0    .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.9    4598.6 *      79.
171. AG      0. 100.0    .0 12.0  .67   4.0
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    799.    .0    .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     58.    .0    .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     70.    .0    .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     74.    .0    .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG    25.    .0    .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG    75.    .0    .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG    53.    .0    .0 32.0
```


JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

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```
       7. L19Q CROSS ST WB 2-3*      90        70        2.0        93        1600
 .04      1         3
      15. L43Q FRONT ST NB 1-2*      90        18        2.0       426        1600
 .04      1         3
      17. L3Q FRONT ST NB 2-2A*      90        18        2.0       426        1600
 .04      1         3
      19. L44Q FRONT ST NB 2A-*      90        18        2.0       453        1600
 .04      1         3
      32. L84Q FRONT SB 1-2   *      90        18        2.0       438        1600
 .04      1         3
      34. L85Q FRONT SB 2-3   *      90        18        2.0       466        1600
 .04      1         3
      36. L86Q EFRONT SB 3-4  *      90        18        2.0       466        1600
 .04      1         3
      41. L52Q WAVE ST EB 3-4 *      90        70        2.0       102        1600
 .04      1         3
      45. L55Q WAVE WB-Roadway*      90        70        2.0       100        1600
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.04      1         3
    53. L68Q PROSPECT EB-Roa*      90       70       2.0       54       1600
.04      1         3
    58. L72Q PROSPECT EB-Roa*      90       70       2.0      128       1600
.04      1         3
    60. L105Q BAY ST NB-BAY *      90       18       2.0      811       1600
.04      1         3
    63. L107Q BAY ST NB-BAY *      90       18       2.0      838       1600
.04      1         3
    65. L108Q BAY ST NB-BAY *      90       18       2.0      727       1600
.04      1         3
    67. L109Q BAY ST NB-BAY *      90       18       2.0      727       1600
.04      1         3
    69. L110Q BAY ST NB-BAY *      90       18       2.0      727       1600
.04      1         3
    71. L111Q BAY ST NB-BAY *      90       18       2.0      734       1600
.04      1         3
    73. L112Q BAY ST NB-BAY *      90       18       2.0      734       1600
.04      1         3
    75. L119Q BAY SB-BAY ST *      90       18       2.0      821       1600
.04      1         3
    77. L120Q BAY SB-BAY ST *      90       18       2.0      821       1600
.04      1         3
    79. L121Q BAY SB-BAY ST *      90       18       2.0      790       1600
.04      1         3
    81. L122Q BAY SB-BAY ST *      90       18       2.0      790       1600
.04      1         3
    83. L123Q BAY SB-BAY ST *      90       18       2.0      780       1600
.04      1         3
    85. L124Q BAY SB-BAY ST *      90       18       2.0      807       1600
.04      1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_D1	5707.0	5126.0	6.0
2. REC S_D2	5606.0	5231.0	6.0
3. REC S_D3	5530.0	5430.0	6.0
4. REC S_D4	5618.0	5138.0	6.0
5. REC S_D5	5624.0	5089.0	6.0
6. REC S_D6	5674.0	4742.0	6.0
7. REC S_D7	5681.0	4702.0	6.0
8. REC S_D8	5756.0	4221.0	6.0
9. REC S_D9	5638.0	4950.0	6.0
10. REC S_D10	5643.0	4900.0	6.0
11. REC S_D11	5567.0	4886.0	6.0
12. REC S_D12	5686.0	5248.0	6.0
13. REC S_D13	5662.0	5428.0	6.0
14. REC S_D14	5638.0	5601.0	6.0
15. REC S_D15	5662.0	5733.0	6.0
16. REC S_D16	5758.0	6003.0	6.0
17. REC S_D17	5704.0	6011.0	6.0
18. REC S_D18	5606.0	5754.0	6.0
19. REC S_D19	5581.0	5582.0	6.0
20. REC S_D20	5600.0	5429.0	6.0

JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

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 * 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

0.	*	0.	1.	0.	1.	2.	2.	2.	2.	1.	1.	0.	0.	1.	1.	1.	1.	0.	0.	1.
5.	*	0.	1.	0.	1.	2.	2.	2.	2.	2.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.
10.	*	0.	1.	0.	1.	2.	1.	2.	2.	1.	1.	1.	0.	0.	1.	1.	1.	1.	0.	1.
15.	*	0.	1.	1.	1.	2.	1.	1.	1.	1.	1.	1.	0.	0.	1.	1.	1.	1.	0.	1.
20.	*	0.	1.	1.	1.	2.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	1.	1.
25.	*	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
30.	*	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
35.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
40.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
45.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
50.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
55.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
60.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
65.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
70.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
75.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
80.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
85.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
90.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
95.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
100.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
105.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
110.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.
115.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.

```
0.    0.    0.    0.    1.    1.    1.    1.
 120.  *    0.    1.    0.    1.    1.    1.    1.    1.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 125.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 130.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 135.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 140.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 145.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    1.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 150.  *    0.    1.    0.    2.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 155.  *    0.    1.    0.    2.    1.    2.    2.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 160.  *    0.    1.    0.    2.    2.    2.    2.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 165.  *    0.    1.    1.    1.    1.    2.    2.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 170.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    1.    0.    0.    1.    1.    1.    1.
 175.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    1.
1.    1.    0.    0.    1.    1.    1.    1.
 180.  *    1.    1.    0.    1.    1.    1.    1.    0.    0.    0.    0.    1.
1.    2.    0.    0.    1.    1.    0.    1.
 185.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    0.    2.    1.    0.    0.
 190.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    0.    1.    1.    0.    0.
 195.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    1.    0.    0.    0.
 200.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    1.    0.    0.    0.
 205.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
```


JOB: PM2.5 2015 PM Build Stapleton RUN: Front&Bay St Intersections Group D

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 215.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 220.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 225.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 230.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 235.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 240.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
```

```
 245.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 250.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 255.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 260.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 265.  *    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 270.  *    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 275.  *    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 280.  *    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 285.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 290.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 295.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 300.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 305.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 315.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 320.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 325.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 330.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 335.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 340.  *    1.    0.    0.    0.    0.    0.    0.    1.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 345.  *    1.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 350.  *    1.    0.    0.    0.    1.    1.    1.    1.    1.    1.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 355.  *    0.    0.    0.    1.    1.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    1.    0.    0.    0.    1.
 360.  *    0.    1.    0.    1.    2.    2.    2.    2.    1.    1.    0.    0.
1.    1.    1.    1.    0.    0.    0.    1.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.
1.    2.    1.    1.    2.    1.    1.    1.
 DEGR. *  265   165   165   155     5     0     0     0     5     0     5   210
180   180     0     5   185   175    25   170
```

THE HIGHEST CONCENTRATION OF 2. ug/m**3 OCCURRED AT RECEPTOR REC7 .

```
                                        FrontD_F
'PM2.5 2015 PM Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_D1    '       5707    5126    6
'REC    S_D2    '       5606    5231    6
'REC    S_D3    '       5530    5430    6
'REC    S_D4    '       5618    5138    6
'REC    S_D5    '       5624    5089    6
'REC    S_D6    '       5674    4742    6
'REC    S_D7    '       5681    4702    6
'REC    S_D8    '       5756    4221    6
'REC    S_D9    '       5638    4950    6
'REC    S_D10   '       5643    4900    6
'REC    S_D11   '       5567    4886    6
'REC    S_D12   '       5686    5248    6
'REC    S_D13   '       5662    5428    6
'REC    S_D14   '       5638    5601    6
'REC    S_D15   '       5662    5733    6
'REC    S_D16   '       5758    6003    6
'REC    S_D17   '       5704    6011    6
'REC    S_D18   '       5606    5754    6
'REC    S_D19   '       5581    5582    6
'REC    S_D20   '       5600    5429    6
'Front&Bay St Intersections Group D'    92  1  0  'P'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 0.022 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 50. 0.022 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 66. 0.022 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 0.022 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 93. 0.022 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 93. 0.022 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 93 0.044 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 27. 0.022 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 118. 0.022 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 45. 0.022 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 22. 0.022 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 0.022 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 27. 0.022 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 426. 0.022 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 426 0.044 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 426. 0.022 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 426 0.044 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 453. 0.022 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 453 0.044 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 427. 0.022 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 427. 0.022 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 427. 0.022 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 427. 0.022 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 427. 0.022 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 427. 0.022 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 438. 0.022 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 438. 0.022 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 438. 0.022 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 438. 0.022 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 438. 0.022 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 438. 0.022 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 438 0.044 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 466. 0.022 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 466 0.044 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 466. 0.022 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 466 0.044 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 508. 0.022 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 102. 0.022 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 102. 0.022 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 102. 0.022 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 102 0.044 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 100. 0.022 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 100. 0.022 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 100. 0.022 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 100 0.044 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 0.022 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 0.022 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 0.022 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 0.022 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 54. 0.022 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 54. 0.022 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 54. 0.022 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 54 0.044 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 128. 0.022 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 128. 0.022 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 128. 0.022 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 128. 0.022 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 128 0.044 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 811. 0.022
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 811 0.044 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
811. 0.022 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 838.
0.022 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 838 0.044 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 727.
0.022 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 727.
0.022 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 727.
0.022 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 727 0.044 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 734.
0.022 0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 734 0.044 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 734.
0.022 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
      90        18      2.0 734 0.044 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 821.
0.022 0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
      90        18      2.0 821 0.044 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 821.
0.022 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
      90        18      2.0 821 0.044 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 790.
0.022 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
      90        18      2.0 790 0.044 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 790.
0.022 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
      90        18      2.0 790 0.044 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
0.022 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
      90        18      2.0 780 0.044 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 807.
0.022 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
      90        18      2.0 807 0.044 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 799. 0.022
0. 32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 58.
0.022 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 70.
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0.022 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 74. 0.022 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 25. 0.022 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 75. 0.022 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 53. 0.022 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

DATE : 4/24/ 6
TIME : 18: 3: 7

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	.0	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	42.	.0	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	58.	.0	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	.0	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	63.	.0	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	63.	.0	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5355.2	4348.0	*	24.	260.	AG	0.	100.0	.0	12.0	.22	1.2
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	21.	.0	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	75.	.0	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	40.	.0	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	12.	.0	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	.0	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	14.	.0	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	378.	.0	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5780.4	4230.8	*	37.	351.	AG	0.	100.0	.0	12.0	.31	1.9
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	378.	.0	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.7	4751.8	*	37.	352.	AG	0.	100.0	.0	12.0	.31	1.9
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	413.	.0	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5673.0	4942.2	*	41.								

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352. AG      0. 100.0    .0 12.0  .34   2.1
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    392.    .0    .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    392.    .0    .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    392.    .0    .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    392.    .0    .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    392.    .0    .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    392.    .0    .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    323.    .0    .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    323.    .0    .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    323.    .0    .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    323.    .0    .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    323.    .0    .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    323.    .0    .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.4    5248.2 *      32.
181. AG      0. 100.0    .0 12.0  .27   1.6
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    360.    .0    .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5641.9    5093.9 *      35.
172. AG      0. 100.0    .0 12.0  .30   1.8
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    360.    .0    .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5667.0    4914.9 *      35.
172. AG      0. 100.0    .0 12.0  .30   1.8
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    417.    .0    .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     89.    .0    .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     89.    .0    .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     89.    .0    .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5474.6    5079.8 *      34.
80. AG      0. 100.0    .0 12.0  .31   1.7
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG     73.    .0    .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG     73.    .0    .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG     73.    .0    .0 32.0
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PAGE 2

JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

DATE : 4/24/ 6
TIME : 18: 3: 7

LINK VARIABLES

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        LINK DESCRIPTION      *          LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *    X1          Y1          X2          Y2      *      (FT)
(DEG)              (G/MI)  (FT) (FT)          (VEH)

-----------------------*----------------------------------------*----------------
----------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0     5064.0     5254.2     5061.2 *       28.
264. AG      0. 100.0     .0 12.0  .26   1.4
      46. L56 WAVE WB-Roadway3*   5122.0     5048.0     5059.0     5054.0 *       63.
275. AG     11.     .0     .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0     5054.0     4893.0     5082.0 *      168.
280. AG     11.     .0     .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0     5082.0     4728.0     5110.0 *      167.
280. AG     11.     .0     .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0     5110.0     4655.0     5135.0 *       77.
289. AG     11.     .0     .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0     4862.0     4768.0     4754.0 *      193.
124. AG     46.     .0     .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0     4754.0     4927.0     4646.0 *      192.
124. AG     46.     .0     .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0     4646.0     5124.0     4648.0 *      197.
89. AG     46.     .0     .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0     4646.0     4944.6     4646.2 *       18.
89. AG      0. 100.0     .0 12.0  .16    .9
      54. L69 PROSPECT EB-Road*   5124.0     4648.0     5188.0     4648.0 *       64.
90. AG     92.     .0     .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0     4648.0     5325.0     4669.0 *      139.
81. AG     92.     .0     .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0     4669.0     5461.0     4689.0 *      137.
82. AG     92.     .0     .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0     4689.0     5677.0     4714.0 *      217.
83. AG     92.     .0     .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0     4689.0     5496.0     4693.0 *       35.
83. AG      0. 100.0     .0 12.0  .32   1.8
      59. L105 BAY ST NB-BAY S*   5291.0     4199.0     5235.0     4321.0 *      134.
335. AG    583.     .0     .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0     4199.0     5267.1     4251.2 *       57.
335. AG      0. 100.0     .0 12.0  .48   2.9
      61. L106 BAY ST NB-BAY S*   5235.0     4321.0     5205.0     4394.0 *       79.
338. AG    583.     .0     .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0     4394.0     5164.0     4634.0 *      243.
350. AG    604.     .0     .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0     4394.0     5195.0     4452.6 *       59.
350. AG      0. 100.0     .0 12.0  .50   3.0
      64. L108 BAY ST NB-BAY S*   5164.0     4634.0     5131.0     4835.0 *      204.
351. AG    529.     .0     .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0     4634.0     5155.6     4685.4 *       52.
351. AG      0. 100.0     .0 12.0  .44   2.6
      66. L109 BAY ST NB-BAY S*   5131.0     4835.0     5117.0     4925.0 *       91.
351. AG    529.     .0     .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0     4835.0     5123.0     4886.4 *       52.
351. AG      0. 100.0     .0 12.0  .44   2.6
      68. L110 BAY ST NB-BAY S*   5117.0     4925.0     5106.0     5031.0 *      107.
354. AG    536.     .0     .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0     4925.0     5111.6     4977.5 *       53.
354. AG      0. 100.0     .0 12.0  .44   2.7
      70. L111 BAY ST NB-BAY S*   5106.0     5031.0     5084.0     5217.0 *      187.
353. AG    543.     .0     .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0     5031.0     5099.7     5084.1 *       53.
353. AG      0. 100.0     .0 12.0  .45   2.7
      72. L112 BAY ST NB-BAY S*   5084.0     5217.0     5139.0     5508.0 *      296.
11. AG    543.     .0     .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0     5217.0     5093.9     5269.5 *       53.
11. AG      0. 100.0     .0 12.0  .45   2.7
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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    799.    .0    .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5117.0    5473.2 *      79.
193. AG      0. 100.0    .0 12.0  .66   4.0
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    799.    .0    .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.6    5169.7 *      79.
174. AG      0. 100.0    .0 12.0  .66   4.0
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    763.    .0    .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.5    4988.6 *      75.
172. AG      0. 100.0    .0 12.0  .63   3.8
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    763.    .0    .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.3    4868.9 *      75.
171. AG      0. 100.0    .0 12.0  .63   3.8
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.    .0    .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG      0. 100.0    .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    767.    .0    .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.3    4602.5 *      75.
171. AG      0. 100.0    .0 12.0  .63   3.8
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    776.    .0    .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     57.    .0    .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     35.    .0    .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     42.    .0    .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG    10.    .0    .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG    63.    .0    .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG    47.    .0    .0 32.0
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JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

DATE : 4/24/ 6
TIME : 18: 3: 7

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       7. L19Q CROSS ST WB 2-3*      90        70        2.0        63        1600
 .04      1         3
      15. L43Q FRONT ST NB 1-2*      90        18        2.0       378        1600
 .04      1         3
      17. L3Q FRONT ST NB 2-2A*      90        18        2.0       378        1600
 .04      1         3
      19. L44Q FRONT ST NB 2A-*      90        18        2.0       413        1600
 .04      1         3
      32. L84Q FRONT SB 1-2   *      90        18        2.0       323        1600
 .04      1         3
      34. L85Q FRONT SB 2-3   *      90        18        2.0       360        1600
 .04      1         3
      36. L86Q EFRONT SB 3-4  *      90        18        2.0       360        1600
 .04      1         3
      41. L52Q WAVE ST EB 3-4 *      90        70        2.0        89        1600
 .04      1         3
      45. L55Q WAVE WB-Roadway*      90        70        2.0        73        1600
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.04      1         3
   53. L68Q PROSPECT EB-Roa*      90        70        2.0        46        1600
.04      1         3
   58. L72Q PROSPECT EB-Roa*      90        70        2.0        92        1600
.04      1         3
   60. L105Q BAY ST NB-BAY *      90        18        2.0       583        1600
.04      1         3
   63. L107Q BAY ST NB-BAY *      90        18        2.0       604        1600
.04      1         3
   65. L108Q BAY ST NB-BAY *      90        18        2.0       529        1600
.04      1         3
   67. L109Q BAY ST NB-BAY *      90        18        2.0       529        1600
.04      1         3
   69. L110Q BAY ST NB-BAY *      90        18        2.0       536        1600
.04      1         3
   71. L111Q BAY ST NB-BAY *      90        18        2.0       543        1600
.04      1         3
   73. L112Q BAY ST NB-BAY *      90        18        2.0       543        1600
.04      1         3
   75. L119Q BAY SB-BAY ST *      90        18        2.0       799        1600
.04      1         3
   77. L120Q BAY SB-BAY ST *      90        18        2.0       799        1600
.04      1         3
   79. L121Q BAY SB-BAY ST *      90        18        2.0       763        1600
.04      1         3
   81. L122Q BAY SB-BAY ST *      90        18        2.0       763        1600
.04      1         3
   83. L123Q BAY SB-BAY ST *      90        18        2.0       780        1600
.04      1         3
   85. L124Q BAY SB-BAY ST *      90        18        2.0       767        1600
.04      1         3
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_A1	5172.0	4671.0	6.0
2. REC S_A2	5286.0	4686.0	6.0
3. REC S_A3	5397.0	4702.0	6.0
4. REC S_A4	5409.0	4669.0	6.0
5. REC S_A5	5302.0	4654.0	6.0
6. REC S_A6	5179.0	4634.0	6.0
7. REC S_A7	5127.0	4669.0	6.0
8. REC S_A8	5032.0	4670.0	6.0
9. REC S_A9	4949.0	4670.0	6.0
10. REC S_A10	4934.0	4629.0	6.0
11. REC S_A11	5036.0	4630.0	6.0
12. REC S_A12	5129.0	4631.0	6.0
13. REC S_A13	5116.0	4778.0	6.0
14. REC S_A14	5095.0	4909.0	6.0
15. REC S_A15	5149.0	4523.0	6.0
16. REC S_A16	5168.0	4394.0	6.0
17. REC S_A17	5205.0	4519.0	6.0
18. REC S_A18	5222.0	4376.0	6.0
19. REC S_A19	5179.0	4348.0	6.0
20. REC S_A20	5245.0	4319.0	6.0

JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

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 * 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

0.	*	1.	0.	0.	0.	0.	1.	2.	1.	0.	0.	1.	2.	3.	3.	2.	2.	0.	1.	2.
5.	*	0.	0.	0.	0.	0.	0.	2.	1.	0.	0.	1.	2.	3.	3.	2.	2.	0.	1.	2.
10.	*	0.	0.	0.	0.	0.	0.	2.	1.	0.	1.	1.	2.	2.	2.	2.	2.	0.	0.	2.
15.	*	0.	0.	0.	0.	0.	0.	2.	1.	1.	1.	1.	2.	2.	2.	2.	1.	0.	0.	1.
20.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	2.	2.	2.	2.	1.	0.	0.	1.
25.	*	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	2.	2.	1.	1.	0.	0.	1.
30.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	1.	2.	2.	1.	1.	0.	0.	1.
35.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	1.	2.	1.	1.	0.	0.	1.
40.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	1.	2.	1.	1.	0.	0.	1.
45.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
50.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
55.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
60.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
65.	*	0.	0.	0.	1.	0.	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
70.	*	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
75.	*	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
80.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	1.
85.	*	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	1.
90.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	1.
95.	*	0.	0.	1.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	1.
100.	*	0.	0.	1.	0.	0.	0.	2.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	1.
105.	*	0.	0.	0.	0.	0.	0.	2.	1.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
110.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.	1.
115.	*	0.	0.	0.	0.	0.	0.	2.	1.	0.	0.	1.	1.							

```
2.    1.    1.    1.    0.    0.    1.    0.
 120.  *    0.    0.    0.    0.    0.    0.    2.    1.    1.    0.    1.    1.
2.    2.    1.    1.    0.    0.    1.    0.
 125.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    1.    1.
1.    2.    1.    1.    0.    0.    1.    0.
 130.  *    0.    0.    0.    0.    0.    0.    2.    1.    0.    0.    1.    1.
2.    2.    1.    1.    0.    0.    1.    0.
 135.  *    0.    0.    0.    0.    0.    0.    2.    1.    0.    0.    1.    1.
2.    2.    1.    1.    0.    0.    1.    1.
 140.  *    0.    0.    0.    0.    0.    0.    2.    1.    0.    0.    1.    1.
2.    2.    2.    2.    0.    1.    1.    1.
 145.  *    0.    0.    0.    0.    0.    0.    2.    1.    0.    0.    1.    2.
2.    2.    2.    2.    0.    1.    1.    1.
 150.  *    0.    0.    0.    0.    0.    0.    2.    1.    0.    0.    1.    2.
2.    2.    2.    1.    0.    1.    1.    1.
 155.  *    0.    0.    0.    0.    0.    0.    2.    0.    0.    0.    0.    2.
2.    2.    2.    1.    0.    2.    0.    2.
 160.  *    1.    0.    0.    0.    0.    1.    2.    0.    0.    0.    0.    2.
3.    3.    2.    1.    1.    2.    0.    2.
 165.  *    2.    0.    0.    0.    0.    1.    2.    0.    0.    0.    0.    1.
3.    3.    1.    0.    1.    2.    0.    2.
 170.  *    2.    0.    0.    0.    0.    2.    1.    0.    0.    0.    0.    1.
2.    2.    1.    0.    1.    2.    0.    2.
 175.  *    2.    0.    0.    0.    0.    2.    1.    0.    0.    0.    0.    1.
2.    2.    0.    0.    1.    2.    0.    2.
 180.  *    2.    0.    0.    0.    0.    2.    1.    0.    0.    0.    0.    0.
1.    1.    0.    0.    1.    2.    0.    2.
 185.  *    2.    0.    0.    0.    0.    2.    0.    0.    0.    0.    0.    0.
1.    1.    0.    0.    2.    2.    0.    2.
 190.  *    2.    1.    0.    0.    0.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 195.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    2.
 200.  *    2.    1.    0.    0.    0.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 205.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
```

PAGE 5

JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersection GroupA

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    2.    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 215.  *    2.    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 220.  *    2.    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 225.  *    2.    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 230.  *    1.    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 235.  *    1.    1.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 240.  *    1.    0.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
```

```
 245.  *    1.    1.    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 250.  *    1.    1.    1.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 255.  *    1.    0.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 260.  *    1.    0.    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 265.  *    1.    0.    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 270.  *    1.    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 275.  *    1.    0.    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 280.  *    1.    0.    0.    0.    0.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 285.  *    1.    0.    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 290.  *    1.    0.    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    1.
 295.  *    1.    0.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    1.    0.    2.
 300.  *    1.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 305.  *    1.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 310.  *    1.    0.    0.    0.    0.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 315.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 320.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    1.    2.    0.    2.
 325.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 330.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 335.  *    2.    1.    0.    0.    1.    2.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    2.    2.    0.    2.
 340.  *    2.    0.    0.    0.    1.    3.    0.    0.    0.    0.    0.    0.
1.    1.    0.    0.    2.    3.    0.    2.
 345.  *    2.    0.    0.    0.    0.    3.    1.    0.    0.    0.    0.    1.
1.    1.    1.    1.    2.    3.    1.    2.
 350.  *    2.    0.    0.    0.    0.    2.    1.    0.    0.    0.    0.    1.
2.    2.    1.    1.    2.    2.    1.    2.
 355.  *    2.    0.    0.    0.    0.    2.    2.    0.    0.    0.    0.    2.
3.    2.    2.    2.    1.    2.    2.    1.
 360.  *    1.    0.    0.    0.    0.    1.    2.    1.    0.    0.    1.    2.
3.    3.    2.    2.    0.    1.    2.    1.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    1.    1.    1.    1.    3.    2.    1.    1.    1.    1.    2.
3.    3.    2.    2.    2.    3.    2.    2.
 DEGR. *  345   190    95    65   320   340     5    15    15    15    10     0
0   160     0     0   335   340     0   335
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THE HIGHEST CONCENTRATION OF 3. ug/m**3 OCCURRED AT RECEPTOR REC13.

```
                                        FrontA_F
'PM2.5 2015 PM No-Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_A1    '       5172    4671    6
'REC    S_A2    '       5286    4686    6
'REC    S_A3    '       5397    4702    6
'REC    S_A4    '       5409    4669    6
'REC    S_A5    '       5302    4654    6
'REC    S_A6    '       5179    4634    6
'REC    S_A7    '       5127    4669    6
'REC    S_A8    '       5032    4670    6
'REC    S_A9    '       4949    4670    6
'REC    S_A10   '       4934    4629    6
'REC    S_A11   '       5036    4630    6
'REC    S_A12   '       5129    4631    6
'REC    S_A13   '       5116    4778    6
'REC    S_A14   '       5095    4909    6
'REC    S_A15   '       5149    4523    6
'REC    S_A16   '       5168    4394    6
'REC    S_A17   '       5205    4519    6
'REC    S_A18   '       5222    4376    6
'REC    S_A19   '       5179    4348    6
'REC    S_A20   '       5245    4319    6
'Front&Bay St Intersection GroupA'    92  1  0  'P'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 0.022 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 0.022 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 0.022 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 0.022 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 0.022 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 0.022 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 63 0.044 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 0.022 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 0.022 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 0.022 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 0.022 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 0.022 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 0.022 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 378. 0.022 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 378 0.044 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 378. 0.022 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 378 0.044 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 413. 0.022 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 413 0.044 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 392. 0.022 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 392. 0.022 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 392. 0.022 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 392. 0.022 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 392. 0.022 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 392. 0.022 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 323. 0.022 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 323. 0.022 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 323. 0.022 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 323. 0.022 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 323. 0.022 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 323. 0.022 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 323 0.044 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 360. 0.022 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 360 0.044 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 360. 0.022 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 360 0.044 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 417. 0.022 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 89. 0.022 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 89. 0.022 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 89. 0.022 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 89 0.044 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 73. 0.022 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 73. 0.022 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 73. 0.022 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 73 0.044 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 0.022 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 0.022 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 0.022 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 0.022 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 46. 0.022 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 46. 0.022 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 46. 0.022 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 46 0.044 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 92. 0.022 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 92. 0.022 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 92. 0.022 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 92. 0.022 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 92 0.044 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 0.022
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 583 0.044 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 0.022 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
0.022 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 604 0.044 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
0.022 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 529 0.044 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
0.022 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 529 0.044 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
0.022 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 536 0.044 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543.
0.022 0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 543 0.044 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
0.022 0. 32.
```

```
2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 543 0.044 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799.
0.022 0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 799 0.044 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
0.022 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 799 0.044 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
0.022 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 763 0.044 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
0.022 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 763 0.044 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
0.022 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 0.044 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
0.022 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 767 0.044 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 0.022
0. 32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
0.022 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
```

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0.022 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 0.022 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 0.022 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 0.022 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 0.022 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupB

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	.0	.0	32.0		
2.	L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	42.	.0	.0	32.0		
3.	L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	58.	.0	.0	32.0		
4.	L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	.0	.0	32.0		
5.	L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	63.	.0	.0	32.0		
6.	L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	63.	.0	.0	32.0		
7.	L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5355.2	4348.0	*	24.	260.	AG	0.	100.0	.0	12.0	.22	1.2
8.	L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	21.	.0	.0	32.0		
9.	L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	75.	.0	.0	32.0		
10.	L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	40.	.0	.0	32.0		
11.	L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	12.	.0	.0	32.0		
12.	L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	.0	.0	32.0		
13.	L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	14.	.0	.0	32.0		
14.	L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	378.	.0	.0	32.0		
15.	L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5780.4	4230.8	*	37.	351.	AG	0.	100.0	.0	12.0	.31	1.9
16.	L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	378.	.0	.0	32.0		
17.	L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.7	4751.8	*	37.	352.	AG	0.	100.0	.0	12.0	.31	1.9
18.	L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	413.	.0	.0	32.0		
19.	L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5673.0	4942.2	*	41.								

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352. AG      0. 100.0    .0 12.0  .34   2.1
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    392.    .0    .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    392.    .0    .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    392.    .0    .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    392.    .0    .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    392.    .0    .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    392.    .0    .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    323.    .0    .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    323.    .0    .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    323.    .0    .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    323.    .0    .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    323.    .0    .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    323.    .0    .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.4    5248.2 *      32.
181. AG      0. 100.0    .0 12.0  .27   1.6
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    360.    .0    .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5641.9    5093.9 *      35.
172. AG      0. 100.0    .0 12.0  .30   1.8
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    360.    .0    .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5667.0    4914.9 *      35.
172. AG      0. 100.0    .0 12.0  .30   1.8
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    417.    .0    .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     89.    .0    .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     89.    .0    .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     89.    .0    .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5474.6    5079.8 *      34.
80. AG      0. 100.0    .0 12.0  .31   1.7
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG    73.    .0    .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG    73.    .0    .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG    73.    .0    .0 32.0
```

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LINK VARIABLES

```
        LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
```

```
                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)              (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*----------------
---------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5254.2    5061.2 *      28.
264. AG      0. 100.0    .0 12.0  .26   1.4
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.    .0    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.    .0    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.    .0    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.    .0    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     46.    .0    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     46.    .0    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     46.    .0    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4944.6    4646.2 *      18.
89. AG      0. 100.0    .0 12.0  .16    .9
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG     92.    .0    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG     92.    .0    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG     92.    .0    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG     92.    .0    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5496.0    4693.0 *      35.
83. AG      0. 100.0    .0 12.0  .32   1.8
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    583.    .0    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5267.1    4251.2 *      57.
335. AG      0. 100.0    .0 12.0  .48   2.9
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    583.    .0    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    604.    .0    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5195.0    4452.6 *      59.
350. AG      0. 100.0    .0 12.0  .50   3.0
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    529.    .0    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5155.6    4685.4 *      52.
351. AG      0. 100.0    .0 12.0  .44   2.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    529.    .0    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5123.0    4886.4 *      52.
351. AG      0. 100.0    .0 12.0  .44   2.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    536.    .0    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5111.6    4977.5 *      53.
354. AG      0. 100.0    .0 12.0  .44   2.7
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    543.    .0    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5099.7    5084.1 *      53.
353. AG      0. 100.0    .0 12.0  .45   2.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    543.    .0    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5093.9    5269.5 *      53.
11. AG      0. 100.0    .0 12.0  .45   2.7
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     74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    799.    .0    .0 32.0
     75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5117.0    5473.2 *      79.
193. AG      0. 100.0    .0 12.0  .66   4.0
     76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    799.    .0    .0 32.0
     77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.6    5169.7 *      79.
174. AG      0. 100.0    .0 12.0  .66   4.0
     78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    763.    .0    .0 32.0
     79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.5    4988.6 *      75.
172. AG      0. 100.0    .0 12.0  .63   3.8
     80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    763.    .0    .0 32.0
     81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.3    4868.9 *      75.
171. AG      0. 100.0    .0 12.0  .63   3.8
     82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.    .0    .0 32.0
     83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG      0. 100.0    .0 12.0  .65   3.9
     84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    767.    .0    .0 32.0
     85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.3    4602.5 *      75.
171. AG      0. 100.0    .0 12.0  .63   3.8
     86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    776.    .0    .0 32.0
     87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     57.    .0    .0 32.0
     88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     35.    .0    .0 32.0
     89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     42.    .0    .0 32.0
     90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     10.    .0    .0 32.0
     91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     63.    .0    .0 32.0
     92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     47.    .0    .0 32.0
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JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupB

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```
      7. L19Q CROSS ST WB 2-3*      90        70        2.0        63        1600
.04      1        3
     15. L43Q FRONT ST NB 1-2*      90        18        2.0       378        1600
.04      1        3
     17. L3Q FRONT ST NB 2-2A*      90        18        2.0       378        1600
.04      1        3
     19. L44Q FRONT ST NB 2A-*      90        18        2.0       413        1600
.04      1        3
     32. L84Q FRONT SB 1-2   *      90        18        2.0       323        1600
.04      1        3
     34. L85Q FRONT SB 2-3   *      90        18        2.0       360        1600
.04      1        3
     36. L86Q EFRONT SB 3-4  *      90        18        2.0       360        1600
.04      1        3
     41. L52Q WAVE ST EB 3-4 *      90        70        2.0        89        1600
.04      1        3
     45. L55Q WAVE WB-Roadway*      90        70        2.0        73        1600
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.04      1         3
   53. L68Q PROSPECT EB-Roa*      90        70        2.0        46        1600
.04      1         3
   58. L72Q PROSPECT EB-Roa*      90        70        2.0        92        1600
.04      1         3
   60. L105Q BAY ST NB-BAY *      90        18        2.0       583        1600
.04      1         3
   63. L107Q BAY ST NB-BAY *      90        18        2.0       604        1600
.04      1         3
   65. L108Q BAY ST NB-BAY *      90        18        2.0       529        1600
.04      1         3
   67. L109Q BAY ST NB-BAY *      90        18        2.0       529        1600
.04      1         3
   69. L110Q BAY ST NB-BAY *      90        18        2.0       536        1600
.04      1         3
   71. L111Q BAY ST NB-BAY *      90        18        2.0       543        1600
.04      1         3
   73. L112Q BAY ST NB-BAY *      90        18        2.0       543        1600
.04      1         3
   75. L119Q BAY SB-BAY ST *      90        18        2.0       799        1600
.04      1         3
   77. L120Q BAY SB-BAY ST *      90        18        2.0       799        1600
.04      1         3
   79. L121Q BAY SB-BAY ST *      90        18        2.0       763        1600
.04      1         3
   81. L122Q BAY SB-BAY ST *      90        18        2.0       763        1600
.04      1         3
   83. L123Q BAY SB-BAY ST *      90        18        2.0       780        1600
.04      1         3
   85. L124Q BAY SB-BAY ST *      90        18        2.0       767        1600
.04      1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_B1	5141.0	4865.0	6.0
2. REC S_B2	5290.0	4880.0	6.0
3. REC S_B3	5448.0	4901.0	6.0
4. REC S_B4	5360.0	4858.0	6.0
5. REC S_B5	4950.0	4886.0	6.0
6. REC S_B6	4702.0	5055.0	6.0
7. REC S_B7	4731.0	5090.0	6.0
8. REC S_B8	4857.0	4993.0	6.0
9. REC S_B9	4912.0	5060.0	6.0
10. REC S_B10	4926.0	5089.0	6.0
11. REC S_B11	4731.0	5121.0	6.0
12. REC S_B12	5270.0	5076.0	6.0
13. REC S_B13	5423.0	5097.0	6.0
14. REC S_B14	5435.0	5060.0	6.0
15. REC S_B15	5275.0	5041.0	6.0
16. REC S_B16	4936.0	5244.0	6.0
17. REC S_B17	4939.0	5277.0	6.0
18. REC S_B18	5129.0	4945.0	6.0
19. REC S_B19	5122.0	5020.0	6.0
20. REC S_B20	5116.0	5062.0	6.0

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 * 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

0.	*	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.
5.	*	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.
10.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
15.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.
20.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
25.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30.	*	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45.	*	0.	0.	0.	0.	1.	0.	0.	0.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.	0.	0.
55.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.
65.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.
70.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.
75.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
80.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.
85.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
90.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
95.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
100.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
105.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
110.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
115.	*	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

```
1.    0.    0.    1.    0.    0.    0.    0.
 120.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    0.    0.    0.    0.
 125.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    0.    0.    0.
 130.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    0.    1.    0.    0.    0.
 135.  *    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    0.    1.
0.    0.    0.    0.    1.    0.    0.    0.
 140.  *    0.    0.    0.    0.    1.    0.    0.    0.    0.    1.    0.    1.
0.    0.    0.    1.    1.    0.    0.    0.
 145.  *    0.    0.    0.    0.    1.    0.    0.    0.    1.    1.    0.    0.
0.    0.    0.    1.    1.    0.    0.    0.
 150.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    0.    1.    0.    0.    0.
 155.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    0.    0.    0.
 160.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    1.    1.    1.    0.    0.
 165.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
 170.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    2.    2.
 175.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    2.    2.
 180.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    2.    2.
 185.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    2.    2.
 190.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    2.    2.
 195.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    2.    2.
 200.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    1.    2.
 205.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    2.    1.    2.
```

PAGE 5

JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupB

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    1.    2.
 215.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    2.    1.    1.
 220.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
 225.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    1.    1.    1.
 230.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
 235.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
 240.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
```

```
 245.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    0.    0.    1.    1.    1.
 250.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
 255.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
 260.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    0.    0.    1.    1.    1.
 265.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    1.    0.    0.    1.    1.    1.
 270.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    1.    1.
 275.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    1.    1.
 280.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    1.    1.
 285.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    1.    1.    1.
 290.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    1.    1.    1.
 295.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    1.    1.
 300.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    1.    1.    0.    0.    1.    1.    1.
 305.  *    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    0.    1.    0.    0.    1.    1.    1.
 310.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    1.    2.    1.
 315.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    1.    2.    2.
 320.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 325.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 330.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 335.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 340.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 345.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 350.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    0.    0.    2.    2.    2.
 355.  *    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    0.    2.    2.    2.
 360.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    0.    0.    1.    1.    1.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    1.    0.    0.    1.    0.    0.    0.    1.    1.    0.    1.
1.    1.    1.    1.    1.    2.    2.    2.
 DEGR. *  180   210   205   220    20    60    50    35    35    35    55   190
110    35   310   155   155   180   175   175
```

THE HIGHEST CONCENTRATION OF 2. ug/m**3 OCCURRED AT RECEPTOR REC1 .

```
                                        FrontB_F
'PM2.5 2015 PM No-Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_B1    '       5141    4865    6
'REC    S_B2    '       5290    4880    6
'REC    S_B3    '       5448    4901    6
'REC    S_B4    '       5360    4858    6
'REC    S_B5    '       4950    4886    6
'REC    S_B6    '       4702    5055    6
'REC    S_B7    '       4731    5090    6
'REC    S_B8    '       4857    4993    6
'REC    S_B9    '       4912    5060    6
'REC    S_B10   '       4926    5089    6
'REC    S_B11   '       4731    5121    6
'REC    S_B12   '       5270    5076    6
'REC    S_B13   '       5423    5097    6
'REC    S_B14   '       5435    5060    6
'REC    S_B15   '       5275    5041    6
'REC    S_B16   '       4936    5244    6
'REC    S_B17   '       4939    5277    6
'REC    S_B18   '       5129    4945    6
'REC    S_B19   '       5122    5020    6
'REC    S_B20   '       5116    5062    6
'Front&Bay St Intersections GroupB'    92  1  0  'P'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 0.022 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 0.022 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 0.022 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 0.022 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 0.022 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 0.022 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 63 0.044 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 0.022 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 0.022 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 0.022 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 0.022 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 0.022 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 0.022 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 378. 0.022 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 378 0.044 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 378. 0.022 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 378 0.044 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 413. 0.022 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 413 0.044 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 392. 0.022 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 392. 0.022 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 392. 0.022 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 392. 0.022 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 392. 0.022 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 392. 0.022 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 323. 0.022 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 323. 0.022 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 323. 0.022 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 323. 0.022 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 323. 0.022 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 323. 0.022 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 323 0.044 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 360. 0.022 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 360 0.044 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 360. 0.022 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 360 0.044 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 417. 0.022 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 89. 0.022 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 89. 0.022 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 89. 0.022 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 89 0.044 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 73. 0.022 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 73. 0.022 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 73. 0.022 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 73 0.044 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 0.022 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 0.022 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 0.022 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 0.022 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 46. 0.022 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 46. 0.022 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 46. 0.022 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 46 0.044 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 92. 0.022 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 92. 0.022 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 92. 0.022 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 92. 0.022 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 92 0.044 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 0.022
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 583 0.044 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 0.022 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
0.022 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 604 0.044 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
0.022 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 529 0.044 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
0.022 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 529 0.044 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
0.022 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 536 0.044 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543.
0.022 0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 543 0.044 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
0.022 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 543 0.044 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799.
0.022 0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 799 0.044 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
0.022 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 799 0.044 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
0.022 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 763 0.044 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
0.022 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 763 0.044 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
0.022 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 0.044 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
0.022 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 767 0.044 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 0.022
0. 32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
0.022 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
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0.022 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 0.022 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 0.022 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 0.022 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 0.022 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                         PAGE  1

      JOB: PM2.5 2015 PM No-Build Stapleton                    RUN: Front&Bay St
Intersections GroupC

      DATE :  4/24/ 6
      TIME : 18: 6:26

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*------------------
----------------------------------------
      1. L5 BAY SB_RIGHT TURN*   5081.0    5083.0    5059.0    5054.0 *      36.
217. AG      3.    .0    .0 32.0
      2. L6 BAY  NB_RIGHT TUR*   5110.0    5002.0    5120.0    5039.0 *      38.
15. AG     42.    .0    .0 32.0
      3. L8 WAVE WB _RIGHT TU*   5127.0    5046.0    5100.0    5066.0 *      34.
307. AG     58.    .0    .0 32.0
      4. L9 BAY NB_ LEFT TURN*   5106.0    5031.0    5060.0    5054.0 *      51.
297. AG      9.    .0    .0 32.0
      5. L18 CROSS ST WB 1-2 *   5495.0    4368.0    5379.0    4352.0 *     117.
262. AG     63.    .0    .0 32.0
      6. L19 CROSS ST WB 2-3 *   5379.0    4352.0    5244.0    4329.0 *     137.
260. AG     63.    .0    .0 32.0
      7. L19Q CROSS ST WB 2-3*   5379.0    4352.0    5355.2    4348.0 *      24.
260. AG      0. 100.0    .0 12.0  .22   1.2
      8. L20 CROSS ST_RIGHT T*   5245.0    4329.0    5220.0    4357.0 *      38.
318. AG     21.    .0    .0 32.0
      9. L23 BAY ST NB_RIGHT *   5163.0    4637.0    5203.0    4651.0 *      42.
71. AG     75.    .0    .0 32.0
     10. L25 BAY ST SB_LEFT T*   5146.0    4678.0    5177.0    4648.0 *      43.
134. AG     40.    .0    .0 32.0
     11. L34 CROSS ST_LEFT TU*   5239.0    4328.0    5238.0    4291.0 *      37.
182. AG     12.    .0    .0 32.0
     12. L36 BAY SB_LEFT TURN*   5086.0    5064.0    5120.0    5037.0 *      43.
128. AG      9.    .0    .0 32.0
     13. L37 WAVE_LEFT TURN-B*   5124.0    5046.0    5091.0    5021.0 *      41.
233. AG     14.    .0    .0 32.0
     14. L43 FRONT ST NB 1-2 *   5786.0    4194.0    5706.0    4715.0 *     527.
351. AG    378.    .0    .0 32.0
     15. L43Q FRONT ST NB 1-2*   5786.0    4194.0    5780.4    4230.8 *      37.
351. AG      0. 100.0    .0 12.0  .31   1.9
     16. L44 FRONT ST NB 2-2A*   5706.0    4715.0    5679.0    4902.0 *     189.
352. AG    378.    .0    .0 32.0
     17. L3Q FRONT ST NB 2-2A*   5706.0    4715.0    5700.7    4751.8 *      37.
352. AG      0. 100.0    .0 12.0  .31   1.9
     18. L44A FRONT ST NB 2A-*   5679.0    4902.0    5651.0    5090.0 *     190.
352. AG    413.    .0    .0 32.0
     19. L44Q FRONT ST NB 2A-*   5679.0    4902.0    5673.0    4942.2 *      41.
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352. AG      0. 100.0    .0 12.0  .34   2.1
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    392.    .0    .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    392.    .0    .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    392.    .0    .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    392.    .0    .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    392.    .0    .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    392.    .0    .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    323.    .0    .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    323.    .0    .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    323.    .0    .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    323.    .0    .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    323.    .0    .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    323.    .0    .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.4    5248.2 *      32.
181. AG      0. 100.0    .0 12.0  .27   1.6
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    360.    .0    .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5641.9    5093.9 *      35.
172. AG      0. 100.0    .0 12.0  .30   1.8
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    360.    .0    .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5667.0    4914.9 *      35.
172. AG      0. 100.0    .0 12.0  .30   1.8
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    417.    .0    .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     89.    .0    .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     89.    .0    .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     89.    .0    .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5474.6    5079.8 *      34.
80. AG      0. 100.0    .0 12.0  .31   1.7
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG     73.    .0    .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG     73.    .0    .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG     73.    .0    .0 32.0
```

PAGE 2

JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupC

DATE : 4/24/ 6
TIME : 18: 6:26

LINK VARIABLES

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        LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
----------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5254.2    5061.2 *      28.
264. AG      0. 100.0    .0 12.0  .26   1.4
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.    .0    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.    .0    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.    .0    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.    .0    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     46.    .0    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     46.    .0    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     46.    .0    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4944.6    4646.2 *      18.
89. AG      0. 100.0    .0 12.0  .16    .9
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG     92.    .0    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG     92.    .0    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG     92.    .0    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG     92.    .0    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5496.0    4693.0 *      35.
83. AG      0. 100.0    .0 12.0  .32   1.8
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    583.    .0    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5267.1    4251.2 *      57.
335. AG      0. 100.0    .0 12.0  .48   2.9
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    583.    .0    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    604.    .0    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5195.0    4452.6 *      59.
350. AG      0. 100.0    .0 12.0  .50   3.0
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    529.    .0    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5155.6    4685.4 *      52.
351. AG      0. 100.0    .0 12.0  .44   2.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    529.    .0    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5123.0    4886.4 *      52.
351. AG      0. 100.0    .0 12.0  .44   2.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    536.    .0    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5111.6    4977.5 *      53.
354. AG      0. 100.0    .0 12.0  .44   2.7
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    543.    .0    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5099.7    5084.1 *      53.
353. AG      0. 100.0    .0 12.0  .45   2.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    543.    .0    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5093.9    5269.5 *      53.
11. AG      0. 100.0    .0 12.0  .45   2.7
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      74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    799.    .0    .0 32.0
      75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5117.0    5473.2 *      79.
193. AG      0. 100.0    .0 12.0  .66   4.0
      76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    799.    .0    .0 32.0
      77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.6    5169.7 *      79.
174. AG      0. 100.0    .0 12.0  .66   4.0
      78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    763.    .0    .0 32.0
      79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.5    4988.6 *      75.
172. AG      0. 100.0    .0 12.0  .63   3.8
      80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    763.    .0    .0 32.0
      81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.3    4868.9 *      75.
171. AG      0. 100.0    .0 12.0  .63   3.8
      82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.    .0    .0 32.0
      83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG      0. 100.0    .0 12.0  .65   3.9
      84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    767.    .0    .0 32.0
      85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.3    4602.5 *      75.
171. AG      0. 100.0    .0 12.0  .63   3.8
      86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    776.    .0    .0 32.0
      87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     57.    .0    .0 32.0
      88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     35.    .0    .0 32.0
      89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     42.    .0    .0 32.0
      90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG    10.    .0    .0 32.0
      91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG    63.    .0    .0 32.0
      92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG    47.    .0    .0 32.0
```


JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupC

DATE : 4/24/ 6
TIME : 18: 6:26

```
       7. L19Q CROSS ST WB 2-3*      90        70        2.0        63        1600
  .04      1         3
      15. L43Q FRONT ST NB 1-2*      90        18        2.0       378        1600
  .04      1         3
      17. L3Q FRONT ST NB 2-2A*      90        18        2.0       378        1600
  .04      1         3
      19. L44Q FRONT ST NB 2A-*      90        18        2.0       413        1600
  .04      1         3
      32. L84Q FRONT SB 1-2   *      90        18        2.0       323        1600
  .04      1         3
      34. L85Q FRONT SB 2-3   *      90        18        2.0       360        1600
  .04      1         3
      36. L86Q EFRONT SB 3-4  *      90        18        2.0       360        1600
  .04      1         3
      41. L52Q WAVE ST EB 3-4 *      90        70        2.0        89        1600
  .04      1         3
      45. L55Q WAVE WB-Roadway*      90        70        2.0        73        1600
```

```
.04      1         3
   53. L68Q PROSPECT EB-Roa*      90        70        2.0        46        1600
.04      1         3
   58. L72Q PROSPECT EB-Roa*      90        70        2.0        92        1600
.04      1         3
   60. L105Q BAY ST NB-BAY *      90        18        2.0       583        1600
.04      1         3
   63. L107Q BAY ST NB-BAY *      90        18        2.0       604        1600
.04      1         3
   65. L108Q BAY ST NB-BAY *      90        18        2.0       529        1600
.04      1         3
   67. L109Q BAY ST NB-BAY *      90        18        2.0       529        1600
.04      1         3
   69. L110Q BAY ST NB-BAY *      90        18        2.0       536        1600
.04      1         3
   71. L111Q BAY ST NB-BAY *      90        18        2.0       543        1600
.04      1         3
   73. L112Q BAY ST NB-BAY *      90        18        2.0       543        1600
.04      1         3
   75. L119Q BAY SB-BAY ST *      90        18        2.0       799        1600
.04      1         3
   77. L120Q BAY SB-BAY ST *      90        18        2.0       799        1600
.04      1         3
   79. L121Q BAY SB-BAY ST *      90        18        2.0       763        1600
.04      1         3
   81. L122Q BAY SB-BAY ST *      90        18        2.0       763        1600
.04      1         3
   83. L123Q BAY SB-BAY ST *      90        18        2.0       780        1600
.04      1         3
   85. L124Q BAY SB-BAY ST *      90        18        2.0       767        1600
.04      1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_C1	5103.0	5145.0	6.0
2. REC S_C2	5091.0	5239.0	6.0
3. REC S_C3	5156.0	5469.0	6.0
4. REC S_C4	5202.0	5629.0	6.0
5. REC S_C5	5105.0	5571.0	6.0
6. REC S_C6	5099.0	5500.0	6.0
7. REC S_C7	5070.0	5369.0	6.0
8. REC S_C8	5047.0	5255.0	6.0
9. REC S_C9	5054.0	5211.0	6.0
10. REC S_C10	5065.0	5135.0	6.0
11. REC S_C11	5069.0	5066.0	6.0
12. REC S_C12	5067.0	5030.0	6.0
13. REC S_C13	5078.0	4987.0	6.0
14. REC S_C14	5084.0	4943.0	6.0
15. REC S_C15	5155.0	4814.0	6.0
16. REC S_C16	5159.0	4748.0	6.0
17. REC S_C17	5738.0	4934.0	6.0
18. REC S_C18	5841.0	4239.0	6.0
19. REC S_C19	5807.0	4467.0	6.0
20. REC S_C20	5773.0	4750.0	6.0

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 * 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

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	*	2.	2.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	2.	2.	1.	1.	0.	0.	0.	0.
5.	*	1.	2.	0.	0.	0.	0.	0.	0.	2.	3.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.
10.	*	1.	2.	0.	0.	0.	0.	0.	1.	2.	3.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.
15.	*	1.	2.	0.	0.	0.	0.	1.	1.	2.	3.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.
20.	*	0.	1.	0.	0.	0.	0.	1.	1.	2.	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.
25.	*	0.	1.	0.	0.	0.	0.	1.	2.	2.	2.	2.	1.	2.	1.	0.	0.	0.	0.	0.	0.
30.	*	0.	1.	0.	0.	0.	1.	1.	2.	2.	2.	2.	1.	1.	1.	0.	0.	0.	0.	0.	0.
35.	*	0.	1.	0.	0.	0.	1.	1.	2.	2.	2.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
40.	*	0.	1.	0.	0.	0.	1.	1.	1.	2.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
45.	*	0.	0.	0.	0.	0.	1.	1.	1.	2.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
55.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
65.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
70.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
75.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
80.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
85.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
90.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
95.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
100.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
105.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
110.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.
115.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.

```
1.    1.    0.    0.    0.    0.    0.    0.
 120.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    2.    1.
1.    1.    0.    0.    0.    0.    0.    0.
 125.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
1.    2.    0.    0.    0.    0.    0.    0.
 130.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    2.    1.
2.    2.    0.    0.    0.    0.    0.    0.
 135.  *    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.    1.
2.    2.    0.    0.    0.    0.    0.    0.
 140.  *    0.    0.    0.    0.    1.    1.    1.    1.    2.    2.    2.    1.
2.    2.    0.    0.    0.    0.    0.    0.
 145.  *    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.    2.    1.
2.    2.    0.    0.    0.    0.    0.    0.
 150.  *    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.    2.    2.
2.    2.    0.    0.    0.    0.    0.    0.
 155.  *    0.    1.    0.    0.    1.    1.    1.    2.    2.    2.    2.    2.
2.    2.    0.    0.    0.    0.    0.    0.
 160.  *    1.    1.    0.    0.    1.    1.    1.    2.    2.    2.    2.    2.
2.    2.    0.    1.    0.    0.    0.    0.
 165.  *    1.    1.    0.    0.    1.    1.    2.    2.    2.    3.    2.    2.
2.    2.    1.    1.    0.    0.    0.    0.
 170.  *    2.    2.    0.    0.    1.    2.    2.    2.    2.    2.    2.    2.
2.    2.    1.    2.    0.    0.    0.    0.
 175.  *    2.    3.    0.    0.    2.    2.    2.    2.    2.    2.    1.    1.
1.    1.    2.    2.    0.    0.    0.    0.
 180.  *    2.    3.    1.    0.    2.    2.    2.    1.    1.    1.    1.    0.
1.    1.    2.    2.    1.    0.    0.    0.
 185.  *    2.    3.    1.    0.    1.    2.    1.    0.    0.    1.    0.    0.
0.    0.    2.    2.    1.    0.    0.    0.
 190.  *    2.    2.    1.    1.    1.    1.    1.    0.    0.    1.    0.    0.
0.    0.    2.    2.    1.    0.    0.    0.
 195.  *    2.    2.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    0.    0.    0.
 200.  *    2.    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    0.    0.    0.
 205.  *    2.    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    0.    0.    0.    0.
```



```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    0.    0.    0.
 215.  *    1.    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    0.
 220.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    0.
 225.  *    1.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    1.
 230.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    0.
 235.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    0.
 240.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    1.
```

```
 245.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    1.    1.
 250.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    0.    1.    1.
 255.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    0.    1.    1.
 260.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    0.    1.    1.
 265.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    0.    1.    0.
 270.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    1.    1.    0.
 275.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    1.    1.    0.
 280.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    1.    1.    0.
 285.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    1.    1.    0.
 290.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    1.    0.    0.
 295.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    0.    1.    0.    0.
 300.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    1.    0.    1.
 305.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    0.
 310.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    1.    1.    0.    0.    1.
 315.  *    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    1.    0.    0.    1.
 320.  *    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    0.    0.    0.    1.
 325.  *    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    1.    0.    0.
 330.  *    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    1.    0.    0.
 335.  *    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    0.    1.    1.    0.
 340.  *    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    2.    2.    1.    0.    0.    0.
 345.  *    2.    2.    1.    0.    0.    0.    0.    0.    0.    1.    1.    0.
1.    1.    2.    2.    0.    0.    1.    1.
 350.  *    2.    2.    1.    0.    0.    0.    0.    0.    1.    1.    1.    1.
1.    1.    1.    2.    0.    0.    0.    0.
 355.  *    2.    2.    0.    0.    0.    0.    0.    0.    1.    2.    2.    1.
2.    2.    1.    2.    0.    0.    0.    0.
 360.  *    2.    2.    0.    0.    0.    0.    0.    0.    1.    2.    2.    2.
2.    2.    1.    1.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    3.    2.    1.    2.    2.    2.    2.    2.    3.    2.    2.
2.    2.    2.    2.    1.    1.    1.    1.
 DEGR. *  180   180   210   205   180   175   175   165   165    10     5    10
160   160   335   335   185   290   270   245

 THE HIGHEST CONCENTRATION OF      3. ug/m**3 OCCURRED AT RECEPTOR REC2 .
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```
                                        FrontC_F
'PM2.5 2015 PM No-Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_C1    '       5103    5145    6
'REC    S_C2    '       5091    5239    6
'REC    S_C3    '       5156    5469    6
'REC    S_C4    '       5202    5629    6
'REC    S_C5    '       5105    5571    6
'REC    S_C6    '       5099    5500    6
'REC    S_C7    '       5070    5369    6
'REC    S_C8    '       5047    5255    6
'REC    S_C9    '       5054    5211    6
'REC    S_C10   '       5065    5135    6
'REC    S_C11   '       5069    5066    6
'REC    S_C12   '       5067    5030    6
'REC    S_C13   '       5078    4987    6
'REC    S_C14   '       5084    4943    6
'REC    S_C15   '       5155    4814    6
'REC    S_C16   '       5159    4748    6
'REC    S_C17   '       5738    4934    6
'REC    S_C18   '       5841    4239    6
'REC    S_C19   '       5807    4467    6
'REC    S_C20   '       5773    4750    6
'Front&Bay St Intersections GroupC'    92  1  0  'P'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 0.022 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 0.022 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 0.022 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 0.022 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 0.022 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 0.022 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 63 0.044 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 0.022 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 0.022 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 0.022 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 0.022 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 0.022 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 0.022 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 378. 0.022 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 378 0.044 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 378. 0.022 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 378 0.044 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 413. 0.022 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 413 0.044 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 392. 0.022 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 392. 0.022 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 392. 0.022 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 392. 0.022 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 392. 0.022 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 392. 0.022 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 323. 0.022 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 323. 0.022 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 323. 0.022 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 323. 0.022 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 323. 0.022 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 323. 0.022 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 323 0.044 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 360. 0.022 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 360 0.044 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 360. 0.022 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 360 0.044 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 417. 0.022 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 89. 0.022 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 89. 0.022 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 89. 0.022 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 89 0.044 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 73. 0.022 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 73. 0.022 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 73. 0.022 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 73 0.044 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 0.022 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 0.022 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 0.022 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 0.022 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 46. 0.022 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 46. 0.022 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 46. 0.022 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 46 0.044 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 92. 0.022 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 92. 0.022 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 92. 0.022 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 92. 0.022 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 92 0.044 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 0.022
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 583 0.044 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 0.022 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
0.022 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 604 0.044 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
0.022 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 529 0.044 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
0.022 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 529 0.044 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
0.022 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 536 0.044 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543.
0.022 0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 543 0.044 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
0.022 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
       90        18      2.0 543 0.044 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799.
0.022 0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
       90        18      2.0 799 0.044 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
0.022 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
       90        18      2.0 799 0.044 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
0.022 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
       90        18      2.0 763 0.044 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
0.022 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
       90        18      2.0 763 0.044 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
0.022 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
       90        18      2.0 780 0.044 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
0.022 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
       90        18      2.0 767 0.044 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 0.022
0. 32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
0.022 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
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0.022 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 0.022 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 0.022 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 0.022 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 0.022 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupD

DATE : 4/24/ 6
TIME : 18: 6:55

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)	(VEH)	
1. L5 BAY SB_RIGHT TURN	*	5081.0	5083.0	5059.0	5054.0	*	36.	217.	AG	3.	.0	.0	32.0		
2. L6 BAY NB_RIGHT TUR	*	5110.0	5002.0	5120.0	5039.0	*	38.	15.	AG	42.	.0	.0	32.0		
3. L8 WAVE WB _RIGHT TU	*	5127.0	5046.0	5100.0	5066.0	*	34.	307.	AG	58.	.0	.0	32.0		
4. L9 BAY NB_ LEFT TURN	*	5106.0	5031.0	5060.0	5054.0	*	51.	297.	AG	9.	.0	.0	32.0		
5. L18 CROSS ST WB 1-2	*	5495.0	4368.0	5379.0	4352.0	*	117.	262.	AG	63.	.0	.0	32.0		
6. L19 CROSS ST WB 2-3	*	5379.0	4352.0	5244.0	4329.0	*	137.	260.	AG	63.	.0	.0	32.0		
7. L19Q CROSS ST WB 2-3	*	5379.0	4352.0	5355.2	4348.0	*	24.	260.	AG	0.	100.0	.0	12.0	.22	1.2
8. L20 CROSS ST_RIGHT T	*	5245.0	4329.0	5220.0	4357.0	*	38.	318.	AG	21.	.0	.0	32.0		
9. L23 BAY ST NB_RIGHT	*	5163.0	4637.0	5203.0	4651.0	*	42.	71.	AG	75.	.0	.0	32.0		
10. L25 BAY ST SB_LEFT T	*	5146.0	4678.0	5177.0	4648.0	*	43.	134.	AG	40.	.0	.0	32.0		
11. L34 CROSS ST_LEFT TU	*	5239.0	4328.0	5238.0	4291.0	*	37.	182.	AG	12.	.0	.0	32.0		
12. L36 BAY SB_LEFT TURN	*	5086.0	5064.0	5120.0	5037.0	*	43.	128.	AG	9.	.0	.0	32.0		
13. L37 WAVE_LEFT TURN-B	*	5124.0	5046.0	5091.0	5021.0	*	41.	233.	AG	14.	.0	.0	32.0		
14. L43 FRONT ST NB 1-2	*	5786.0	4194.0	5706.0	4715.0	*	527.	351.	AG	378.	.0	.0	32.0		
15. L43Q FRONT ST NB 1-2	*	5786.0	4194.0	5780.4	4230.8	*	37.	351.	AG	0.	100.0	.0	12.0	.31	1.9
16. L44 FRONT ST NB 2-2A	*	5706.0	4715.0	5679.0	4902.0	*	189.	352.	AG	378.	.0	.0	32.0		
17. L3Q FRONT ST NB 2-2A	*	5706.0	4715.0	5700.7	4751.8	*	37.	352.	AG	0.	100.0	.0	12.0	.31	1.9
18. L44A FRONT ST NB 2A-	*	5679.0	4902.0	5651.0	5090.0	*	190.	352.	AG	413.	.0	.0	32.0		
19. L44Q FRONT ST NB 2A-	*	5679.0	4902.0	5673.0	4942.2	*	41.								

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352. AG      0. 100.0    .0 12.0  .34   2.1
      20. L45 FRONT ST NB 3-4 *   5651.0    5090.0    5651.0    5296.0 *     206.
360. AG    392.    .0    .0 32.0
      21. L45A FRONT NB 4-2   *   5651.0    5296.0    5617.0    5658.0 *     364.
355. AG    392.    .0    .0 32.0
      22. L45B FRONT NB 2-3   *   5617.0    5658.0    5758.0    6076.0 *     441.
19. AG    392.    .0    .0 32.0
      23. L45C FRONT NB 3-4   *   5758.0    6076.0    5794.0    6175.0 *     105.
20. AG    392.    .0    .0 32.0
      24. L45D FRONT NB 4-5   *   5794.0    6175.0    5821.0    6294.0 *     122.
13. AG    392.    .0    .0 32.0
      25. L45E FRONT NB 5-6   *   5821.0    6294.0    5835.0    6535.0 *     241.
 3. AG    392.    .0    .0 32.0
      26. L84 FRONT SB 1-2    *   5817.0    6534.0    5815.0    6361.0 *     173.
181. AG    323.    .0    .0 32.0
      27. L85 FRONT SB 2-3    *   5815.0    6361.0    5778.0    6186.0 *     179.
192. AG    323.    .0    .0 32.0
      28. L86 FRONT SB 3-4    *   5778.0    6186.0    5748.0    6084.0 *     106.
196. AG    323.    .0    .0 32.0
      29. L87 FRONT SB 4-5    *   5748.0    6084.0    5601.0    5654.0 *     454.
199. AG    323.    .0    .0 32.0
      30. L88 FRONT SB 5-6    *   5601.0    5654.0    5640.0    5280.0 *     376.
174. AG    323.    .0    .0 32.0
      31. L46 FRONT ST SB 1-2 *   5640.0    5280.0    5637.0    5129.0 *     151.
181. AG    323.    .0    .0 32.0
      32. L84Q FRONT SB 1-2   *   5640.0    5280.0    5639.4    5248.2 *      32.
181. AG      0. 100.0    .0 12.0  .27   1.6
      33. L47 FRONT ST SB 2-3 *   5637.0    5129.0    5662.0    4950.0 *     181.
172. AG    360.    .0    .0 32.0
      34. L85Q FRONT SB 2-3   *   5637.0    5129.0    5641.9    5093.9 *      35.
172. AG      0. 100.0    .0 12.0  .30   1.8
      35. L48 FRONT ST SB 3-4 *   5662.0    4950.0    5692.0    4741.0 *     211.
172. AG    360.    .0    .0 32.0
      36. L86Q EFRONT SB 3-4  *   5662.0    4950.0    5667.0    4914.9 *      35.
172. AG      0. 100.0    .0 12.0  .30   1.8
      37. L49 FRONT ST SB 4-5 *   5692.0    4741.0    5770.0    4221.0 *     526.
171. AG    417.    .0    .0 32.0
      38. L50 WAVE ST EB 1-2  *   5120.0    5039.0    5281.0    5056.0 *     162.
84. AG     89.    .0    .0 32.0
      39. L51 WAVE ST EB 2-3  *   5281.0    5056.0    5441.0    5074.0 *     161.
84. AG     89.    .0    .0 32.0
      40. L52 WAVE ST EB 3-4  *   5441.0    5074.0    5622.0    5105.0 *     184.
80. AG     89.    .0    .0 32.0
      41. L52Q WAVE ST EB 3-4 *   5441.0    5074.0    5474.6    5079.8 *      34.
80. AG      0. 100.0    .0 12.0  .31   1.7
      42. L53 WAVE WB-Roadway3*   5624.0    5118.0    5442.0    5081.0 *     186.
259. AG     73.    .0    .0 32.0
      43. L54 WAVE WB-Roadway3*   5442.0    5081.0    5282.0    5064.0 *     161.
264. AG     73.    .0    .0 32.0
      44. L55 WAVE WB-Roadway3*   5282.0    5064.0    5122.0    5048.0 *     161.
264. AG     73.    .0    .0 32.0
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JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupD

DATE : 4/24/ 6
TIME : 18: 6:55

LINK VARIABLES

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        LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
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                                   *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
----------------------------------------
      45. L55Q WAVE WB-Roadway*   5282.0    5064.0    5254.2    5061.2 *      28.
264. AG      0. 100.0    .0 12.0  .26   1.4
      46. L56 WAVE WB-Roadway3*   5122.0    5048.0    5059.0    5054.0 *      63.
275. AG     11.    .0    .0 32.0
      47. L57 WAVE WB-Roadway3*   5059.0    5054.0    4893.0    5082.0 *     168.
280. AG     11.    .0    .0 32.0
      48. L58 WAVE WB-Roadway3*   4893.0    5082.0    4728.0    5110.0 *     167.
280. AG     11.    .0    .0 32.0
      49. L59 WAVE WB-Roadway3*   4728.0    5110.0    4655.0    5135.0 *      77.
289. AG     11.    .0    .0 32.0
      50. L66 PROSPECT EB-Road*   4608.0    4862.0    4768.0    4754.0 *     193.
124. AG     46.    .0    .0 32.0
      51. L67 PROSPECT EB-Road*   4768.0    4754.0    4927.0    4646.0 *     192.
124. AG     46.    .0    .0 32.0
      52. L68 PROSPECT EB-Road*   4927.0    4646.0    5124.0    4648.0 *     197.
89. AG     46.    .0    .0 32.0
      53. L68Q PROSPECT EB-Roa*   4927.0    4646.0    4944.6    4646.2 *      18.
89. AG      0. 100.0    .0 12.0  .16    .9
      54. L69 PROSPECT EB-Road*   5124.0    4648.0    5188.0    4648.0 *      64.
90. AG     92.    .0    .0 32.0
      55. L70 PROSPECT EB-Road*   5188.0    4648.0    5325.0    4669.0 *     139.
81. AG     92.    .0    .0 32.0
      56. L71 PROSPECT EB-Road*   5325.0    4669.0    5461.0    4689.0 *     137.
82. AG     92.    .0    .0 32.0
      57. L72 PROSPECT EB-Road*   5461.0    4689.0    5677.0    4714.0 *     217.
83. AG     92.    .0    .0 32.0
      58. L72Q PROSPECT EB-Roa*   5461.0    4689.0    5496.0    4693.0 *      35.
83. AG      0. 100.0    .0 12.0  .32   1.8
      59. L105 BAY ST NB-BAY S*   5291.0    4199.0    5235.0    4321.0 *     134.
335. AG    583.    .0    .0 32.0
      60. L105Q BAY ST NB-BAY *   5291.0    4199.0    5267.1    4251.2 *      57.
335. AG      0. 100.0    .0 12.0  .48   2.9
      61. L106 BAY ST NB-BAY S*   5235.0    4321.0    5205.0    4394.0 *      79.
338. AG    583.    .0    .0 32.0
      62. L107 BAY ST NB-BAY S*   5205.0    4394.0    5164.0    4634.0 *     243.
350. AG    604.    .0    .0 32.0
      63. L107Q BAY ST NB-BAY *   5205.0    4394.0    5195.0    4452.6 *      59.
350. AG      0. 100.0    .0 12.0  .50   3.0
      64. L108 BAY ST NB-BAY S*   5164.0    4634.0    5131.0    4835.0 *     204.
351. AG    529.    .0    .0 32.0
      65. L108Q BAY ST NB-BAY *   5164.0    4634.0    5155.6    4685.4 *      52.
351. AG      0. 100.0    .0 12.0  .44   2.6
      66. L109 BAY ST NB-BAY S*   5131.0    4835.0    5117.0    4925.0 *      91.
351. AG    529.    .0    .0 32.0
      67. L109Q BAY ST NB-BAY *   5131.0    4835.0    5123.0    4886.4 *      52.
351. AG      0. 100.0    .0 12.0  .44   2.6
      68. L110 BAY ST NB-BAY S*   5117.0    4925.0    5106.0    5031.0 *     107.
354. AG    536.    .0    .0 32.0
      69. L110Q BAY ST NB-BAY *   5117.0    4925.0    5111.6    4977.5 *      53.
354. AG      0. 100.0    .0 12.0  .44   2.7
      70. L111 BAY ST NB-BAY S*   5106.0    5031.0    5084.0    5217.0 *     187.
353. AG    543.    .0    .0 32.0
      71. L111Q BAY ST NB-BAY *   5106.0    5031.0    5099.7    5084.1 *      53.
353. AG      0. 100.0    .0 12.0  .45   2.7
      72. L112 BAY ST NB-BAY S*   5084.0    5217.0    5139.0    5508.0 *     296.
11. AG    543.    .0    .0 32.0
      73. L112Q BAY ST NB-BAY *   5084.0    5217.0    5093.9    5269.5 *      53.
11. AG      0. 100.0    .0 12.0  .45   2.7
```

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     74. L119 BAY SB-BAY ST S*   5134.0    5550.0    5067.0    5248.0 *     309.
193. AG    799.    .0    .0 32.0
     75. L119Q BAY SB-BAY ST *   5134.0    5550.0    5117.0    5473.2 *      79.
193. AG      0. 100.0    .0 12.0  .66   4.0
     76. L120 BAY SB-BAY ST S*   5067.0    5248.0    5085.0    5063.0 *     186.
174. AG    799.    .0    .0 32.0
     77. L120Q BAY SB-BAY ST *   5067.0    5248.0    5074.6    5169.7 *      79.
174. AG      0. 100.0    .0 12.0  .66   4.0
     78. L121 BAY SB-BAY ST S*   5085.0    5063.0    5102.0    4943.0 *     121.
172. AG    763.    .0    .0 32.0
     79. L121Q BAY SB-BAY ST *   5085.0    5063.0    5095.5    4988.6 *      75.
172. AG      0. 100.0    .0 12.0  .63   3.8
     80. L122 BAY SB-BAY ST S*   5102.0    4943.0    5124.0    4810.0 *     135.
171. AG    763.    .0    .0 32.0
     81. L122Q BAY SB-BAY ST *   5102.0    4943.0    5114.3    4868.9 *      75.
171. AG      0. 100.0    .0 12.0  .63   3.8
     82. L123 BAY SB-BAY ST S*   5124.0    4810.0    5146.0    4677.0 *     135.
171. AG    780.    .0    .0 32.0
     83. L123Q BAY SB-BAY ST *   5124.0    4810.0    5136.5    4734.3 *      77.
171. AG      0. 100.0    .0 12.0  .65   3.9
     84. L124 BAY SB-BAY ST S*   5146.0    4677.0    5193.0    4392.0 *     289.
171. AG    767.    .0    .0 32.0
     85. L124Q BAY SB-BAY ST *   5146.0    4677.0    5158.3    4602.5 *      75.
171. AG      0. 100.0    .0 12.0  .63   3.8
     86. L125 BAY SB-BAY ST S*   5193.0    4392.0    5278.0    4201.0 *     209.
156. AG    776.    .0    .0 32.0
     87. L126 Prospect St EB_*   5687.0    4715.0    5701.0    4681.0 *      37.
158. AG     57.    .0    .0 32.0
     88. L127 Prospect St EB_*   5677.0    4714.0    5699.0    4757.0 *      48.
27. AG     35.    .0    .0 32.0
     89. L134 Wave St EB_Left*   5620.0    5105.0    5652.0    5136.0 *      45.
46. AG     42.    .0    .0 32.0
     90. L135 Front St SB_Rig*   5637.0    5143.0    5606.0    5115.0 *      42.
228. AG     10.    .0    .0 32.0
     91. L136 Front St NB_Lef*   5651.0    5090.0    5624.0    5118.0 *      39.
316. AG     63.    .0    .0 32.0
     92. L137 Wave St EB_Righ*   5627.0    5106.0    5647.0    5064.0 *      47.
155. AG     47.    .0    .0 32.0
```


JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupD

DATE : 4/24/ 6
TIME : 18: 6:55

```
      7. L19Q CROSS ST WB 2-3*      90        70        2.0        63        1600
  .04      1         3
     15. L43Q FRONT ST NB 1-2*      90        18        2.0       378        1600
  .04      1         3
     17. L3Q FRONT ST NB 2-2A*      90        18        2.0       378        1600
  .04      1         3
     19. L44Q FRONT ST NB 2A-*      90        18        2.0       413        1600
  .04      1         3
     32. L84Q FRONT SB 1-2   *      90        18        2.0       323        1600
  .04      1         3
     34. L85Q FRONT SB 2-3   *      90        18        2.0       360        1600
  .04      1         3
     36. L86Q EFRONT SB 3-4  *      90        18        2.0       360        1600
  .04      1         3
     41. L52Q WAVE ST EB 3-4 *      90        70        2.0        89        1600
  .04      1         3
     45. L55Q WAVE WB-Roadway*      90        70        2.0        73        1600
```

```
.04      1         3
   53. L68Q PROSPECT EB-Roa*      90        70        2.0        46        1600
.04      1         3
   58. L72Q PROSPECT EB-Roa*      90        70        2.0        92        1600
.04      1         3
   60. L105Q BAY ST NB-BAY *      90        18        2.0       583        1600
.04      1         3
   63. L107Q BAY ST NB-BAY *      90        18        2.0       604        1600
.04      1         3
   65. L108Q BAY ST NB-BAY *      90        18        2.0       529        1600
.04      1         3
   67. L109Q BAY ST NB-BAY *      90        18        2.0       529        1600
.04      1         3
   69. L110Q BAY ST NB-BAY *      90        18        2.0       536        1600
.04      1         3
   71. L111Q BAY ST NB-BAY *      90        18        2.0       543        1600
.04      1         3
   73. L112Q BAY ST NB-BAY *      90        18        2.0       543        1600
.04      1         3
   75. L119Q BAY SB-BAY ST *      90        18        2.0       799        1600
.04      1         3
   77. L120Q BAY SB-BAY ST *      90        18        2.0       799        1600
.04      1         3
   79. L121Q BAY SB-BAY ST *      90        18        2.0       763        1600
.04      1         3
   81. L122Q BAY SB-BAY ST *      90        18        2.0       763        1600
.04      1         3
   83. L123Q BAY SB-BAY ST *      90        18        2.0       780        1600
.04      1         3
   85. L124Q BAY SB-BAY ST *      90        18        2.0       767        1600
.04      1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC S_D1	5707.0	5126.0	6.0
2. REC S_D2	5606.0	5231.0	6.0
3. REC S_D3	5530.0	5430.0	6.0
4. REC S_D4	5618.0	5138.0	6.0
5. REC S_D5	5624.0	5089.0	6.0
6. REC S_D6	5674.0	4742.0	6.0
7. REC S_D7	5681.0	4702.0	6.0
8. REC S_D8	5756.0	4221.0	6.0
9. REC S_D9	5638.0	4950.0	6.0
10. REC S_D10	5643.0	4900.0	6.0
11. REC S_D11	5567.0	4886.0	6.0
12. REC S_D12	5686.0	5248.0	6.0
13. REC S_D13	5662.0	5428.0	6.0
14. REC S_D14	5638.0	5601.0	6.0
15. REC S_D15	5662.0	5733.0	6.0
16. REC S_D16	5758.0	6003.0	6.0
17. REC S_D17	5704.0	6011.0	6.0
18. REC S_D18	5606.0	5754.0	6.0
19. REC S_D19	5581.0	5582.0	6.0
20. REC S_D20	5600.0	5429.0	6.0

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.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.
5.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	0.	1.
10.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.
15.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	1.	1.
20.	*	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	1.	1.
25.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
30.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
35.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
40.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
45.	*	0.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
50.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
55.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.
60.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	1.	1.
65.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	1.	0.
70.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.
75.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.
80.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.
85.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.
90.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.
95.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.
100.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.
105.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.
110.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	1.
115.	*	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	1.

```
0.    0.    0.    0.    1.    0.    1.    1.
 120.  *    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.    0.    0.
0.    0.    0.    0.    1.    0.    1.    1.
 125.  *    0.    0.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    0.    1.    1.
 130.  *    0.    0.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    0.    1.    1.
 135.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    0.    1.    1.
 140.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 145.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 150.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 155.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 160.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 165.  *    0.    1.    1.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    0.    0.    0.    1.    1.    1.    1.
 170.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    0.
0.    1.    0.    0.    1.    1.    1.    1.
 175.  *    0.    1.    0.    1.    1.    1.    1.    0.    1.    1.    0.    1.
1.    1.    0.    0.    1.    1.    0.    1.
 180.  *    1.    0.    0.    1.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    0.    0.    1.    1.    0.    0.
 185.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    0.    1.    1.    0.    0.
 190.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    0.    1.    0.    0.    0.
 195.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    1.    0.    0.    0.
 200.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    1.    0.    0.    0.
 205.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
```


JOB: PM2.5 2015 PM No-Build Stapleton RUN: Front&Bay St Intersections GroupD

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 215.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 220.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 225.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 230.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 235.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 240.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
```

```
 245.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 255.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 265.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 270.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 275.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 285.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 290.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 295.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 305.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 315.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 325.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 335.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 340.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 345.  *    1.    0.    0.    0.    0.    1.    1.    1.    0.    0.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    0.    1.
1.    1.    1.    1.    0.    0.    0.    0.
 355.  *    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    0.    1.
1.    1.    1.    1.    0.    0.    0.    1.
 360.  *    0.    1.    0.    1.    1.    1.    1.    1.    1.    1.    0.    0.
0.    1.    1.    1.    0.    0.    0.    1.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    1.    1.    1.    1.    1.    1.    1.    1.    1.    1.
1.    1.    1.    1.    1.    1.    1.    1.
 DEGR. *  340   165    20   160     5     0     0     0     5     5    10   340
180   180     5     0   185   175    25    10
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THE HIGHEST CONCENTRATION OF 1. ug/m**3 OCCURRED AT RECEPTOR REC6 .

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                                        FrontD_F
'PM2.5 2015 PM No-Build Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    S_D1    '       5707    5126    6
'REC    S_D2    '       5606    5231    6
'REC    S_D3    '       5530    5430    6
'REC    S_D4    '       5618    5138    6
'REC    S_D5    '       5624    5089    6
'REC    S_D6    '       5674    4742    6
'REC    S_D7    '       5681    4702    6
'REC    S_D8    '       5756    4221    6
'REC    S_D9    '       5638    4950    6
'REC    S_D10   '       5643    4900    6
'REC    S_D11   '       5567    4886    6
'REC    S_D12   '       5686    5248    6
'REC    S_D13   '       5662    5428    6
'REC    S_D14   '       5638    5601    6
'REC    S_D15   '       5662    5733    6
'REC    S_D16   '       5758    6003    6
'REC    S_D17   '       5704    6011    6
'REC    S_D18   '       5606    5754    6
'REC    S_D19   '       5581    5582    6
'REC    S_D20   '       5600    5429    6
'Front&Bay St Intersections GroupD'    92  1  0  'P'
1

'L5 BAY SB_RIGHT TURN-WAVE 1-2' 'AG' 5081. 5083. 5059. 5054. 3. 0.022 0. 32.
1

'L6 BAY  NB_RIGHT TURN-WAVE 1-2' 'AG' 5110. 5002. 5120. 5039. 42. 0.022 0. 32.
1

'L8 WAVE WB _RIGHT TURN-BAY 1-2' 'AG' 5127. 5046. 5100. 5066. 58. 0.022 0. 32.
1

'L9 BAY NB_ LEFT TURN-WAVE 1-2' 'AG' 5106. 5031. 5060. 5054. 9. 0.022 0. 32.
1

'L18 CROSS ST WB 1-2' 'AG' 5495. 4368. 5379. 4352. 63. 0.022 0. 32.
1

'L19 CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 63. 0.022 0. 32.
2
'L19Q CROSS ST WB 2-3' 'AG' 5379. 4352. 5244. 4329. 0. 12.0 1
       90        70      2.0 63 0.044 1600 1 3
1

'L20 CROSS ST_RIGHT TURN-BAY 1-2' 'AG' 5245. 4329. 5220. 4357. 21. 0.022 0. 32.
1

'L23 BAY ST NB_RIGHT TURN-PROSPECT 1-2' 'AG' 5163. 4637. 5203. 4651. 75. 0.022 0.
32.
1

'L25 BAY ST SB_LEFT TURN-PROSPECT 1-2' 'AG' 5146. 4678. 5177. 4648. 40. 0.022 0. 32.
1

'L34 CROSS ST_LEFT TURN-BAY 1-2' 'AG' 5239. 4328. 5238. 4291. 12. 0.022 0. 32.
1

'L36 BAY SB_LEFT TURN-WAVE 1-2' 'AG' 5086. 5064. 5120. 5037. 9. 0.022 0. 32.
1

'L37 WAVE_LEFT TURN-BAY 1-2' 'AG' 5124. 5046. 5091. 5021. 14. 0.022 0. 32.
1
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'L43 FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 378. 0.022 0. 32.
2
'L43Q FRONT ST NB 1-2' 'AG' 5786. 4194. 5706. 4715. 0. 12.0 1
       90        18      2.0 378 0.044 1600 1 3
1

'L44 FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 378. 0.022 0. 32.
2
'L3Q FRONT ST NB 2-2A' 'AG' 5706. 4715. 5679. 4902. 0. 12.0 1
       90        18      2.0 378 0.044 1600 1 3
1

'L44A FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 413. 0.022 0. 32.
2
'L44Q FRONT ST NB 2A-3' 'AG' 5679. 4902. 5651. 5090. 0. 12.0 1
       90        18      2.0 413 0.044 1600 1 3
1

'L45 FRONT ST NB 3-4' 'AG' 5651. 5090. 5651. 5296. 392. 0.022 0. 32.
1

'L45A FRONT NB 4-2' 'AG' 5651. 5296. 5617. 5658. 392. 0.022 0. 32.
1

'L45B FRONT NB 2-3' 'AG' 5617. 5658. 5758. 6076. 392. 0.022 0. 32.
1

'L45C FRONT NB 3-4' 'AG' 5758. 6076. 5794. 6175. 392. 0.022 0. 32.
1

'L45D FRONT NB 4-5' 'AG' 5794. 6175. 5821. 6294. 392. 0.022 0. 32.
1

'L45E FRONT NB 5-6' 'AG' 5821. 6294. 5835. 6535. 392. 0.022 0. 32.
1

'L84 FRONT SB 1-2' 'AG' 5817. 6534. 5815. 6361. 323. 0.022 0. 32.
1

'L85 FRONT SB 2-3' 'AG' 5815. 6361. 5778. 6186. 323. 0.022 0. 32.
1

'L86 FRONT SB 3-4' 'AG' 5778. 6186. 5748. 6084. 323. 0.022 0. 32.
1

'L87 FRONT SB 4-5' 'AG' 5748. 6084. 5601. 5654. 323. 0.022 0. 32.
1

'L88 FRONT SB 5-6' 'AG' 5601. 5654. 5640. 5280. 323. 0.022 0. 32.
1

'L46 FRONT ST SB 1-2' 'AG' 5640. 5280. 5637. 5129. 323. 0.022 0. 32.
2
'L84Q FRONT SB 1-2' 'AG' 5640. 5280. 5637. 5129. 0. 12.0 1
       90        18      2.0 323 0.044 1600 1 3
1

'L47 FRONT ST SB 2-3' 'AG' 5637. 5129. 5662. 4950. 360. 0.022 0. 32.
2
'L85Q FRONT SB 2-3' 'AG' 5637. 5129. 5662. 4950. 0. 12.0 1
       90        18      2.0 360 0.044 1600 1 3
1
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'L48 FRONT ST SB 3-4' 'AG' 5662. 4950. 5692. 4741. 360. 0.022 0. 32.
2
'L86Q EFRONT SB 3-4' 'AG' 5662. 4950. 5692. 4741. 0. 12.0 1
       90        18      2.0 360 0.044 1600 1 3
1

'L49 FRONT ST SB 4-5' 'AG' 5692. 4741. 5770. 4221. 417. 0.022 0. 32.
1

'L50 WAVE ST EB 1-2' 'AG' 5120. 5039. 5281. 5056. 89. 0.022 0. 32.
1

'L51 WAVE ST EB 2-3' 'AG' 5281. 5056. 5441. 5074. 89. 0.022 0. 32.
1

'L52 WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 89. 0.022 0. 32.
2
'L52Q WAVE ST EB 3-4' 'AG' 5441. 5074. 5622. 5105. 0. 12.0 1
       90        70      2.0 89 0.044 1600 1 3
1

'L53 WAVE WB-Roadway35 5-1' 'AG' 5624. 5118. 5442. 5081. 73. 0.022 0. 32.
1

'L54 WAVE WB-Roadway35 1-1a' 'AG' 5442. 5081. 5282. 5064. 73. 0.022 0. 32.
1

'L55 WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 73. 0.022 0. 32.
2
'L55Q WAVE WB-Roadway35 1a-2' 'AG' 5282. 5064. 5122. 5048. 0. 12.0 1
       90        70      2.0 73 0.044 1600 1 3
1

'L56 WAVE WB-Roadway35 2-2a' 'AG' 5122. 5048. 5059. 5054. 11. 0.022 0. 32.
1

'L57 WAVE WB-Roadway35 2a-2b' 'AG' 5059. 5054. 4893. 5082. 11. 0.022 0. 32.
1

'L58 WAVE WB-Roadway35 2b-3' 'AG' 4893. 5082. 4728. 5110. 11. 0.022 0. 32.
1

'L59 WAVE WB-Roadway35 3-4' 'AG' 4728. 5110. 4655. 5135. 11. 0.022 0. 32.
1

'L66 PROSPECT EB-Roadway41 1-1a' 'AG' 4608. 4862. 4768. 4754. 46. 0.022 0. 32.
1

'L67 PROSPECT EB-Roadway41 1a-2' 'AG' 4768. 4754. 4927. 4646. 46. 0.022 0. 32.
1

'L68 PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 46. 0.022 0. 32.
2
'L68Q PROSPECT EB-Roadway41 2-3' 'AG' 4927. 4646. 5124. 4648. 0. 12.0 1
       90        70      2.0 46 0.044 1600 1 3
1

'L69 PROSPECT EB-Roadway41 3-4' 'AG' 5124. 4648. 5188. 4648. 92. 0.022 0. 32.
1

'L70 PROSPECT EB-Roadway41 4-5' 'AG' 5188. 4648. 5325. 4669. 92. 0.022 0. 32.
1
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'L71 PROSPECT EB-Roadway41 5-6' 'AG' 5325. 4669. 5461. 4689. 92. 0.022 0. 32.
1

'L72 PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 92. 0.022 0. 32.
2
'L72Q PROSPECT EB-Roadway41 6-7' 'AG' 5461. 4689. 5677. 4714. 0. 12.0 1
       90        70      2.0 92 0.044 1600 1 3
1

'L105 BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 583. 0.022
0. 32.
2
'L105Q BAY ST NB-BAY ST NB2-RAY NB 1-2 CROSS' 'AG' 5291. 4199. 5235. 4321. 0. 12.0 1
       90        18      2.0 583 0.044 1600 1 3
1

'L106 BAY ST NB-BAY ST NB2-RAY NB  2 CROSS-point66' 'AG' 5235. 4321. 5205. 4394.
583. 0.022 0. 32.
1

'L107 BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 604.
0.022 0. 32.
2
'L107Q BAY ST NB-BAY ST NB2-RAY NB  point66-3 PROS' 'AG' 5205. 4394. 5164. 4634. 0.
12.0 1
       90        18      2.0 604 0.044 1600 1 3
1

'L108 BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 529.
0.022 0. 32.
2
'L108Q BAY ST NB-BAY ST NB2-RAY NB  3 PROS-4 SAND' 'AG' 5164. 4634. 5131. 4835. 0.
12.0 1
       90        18      2.0 529 0.044 1600 1 3
1

'L109 BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 529.
0.022 0. 32.
2
'L109Q BAY ST NB-BAY ST NB2-RAY NB  4 SAND-1 SAN' 'AG' 5131. 4835. 5117. 4925. 0.
12.0 1
       90        18      2.0 529 0.044 1600 1 3
1

'L110 BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 536.
0.022 0. 32.
2
'L110Q BAY ST NB-BAY ST NB2-RAY NB  1 SAN-2 PRO' 'AG' 5117. 4925. 5106. 5031. 0.
12.0 1
       90        18      2.0 536 0.044 1600 1 3
1

'L111 BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 543.
0.022 0. 32.
2
'L111Q BAY ST NB-BAY ST NB2-RAY NB  2 PRO-3 X' 'AG' 5106. 5031. 5084. 5217. 0. 12.0
1
       90        18      2.0 543 0.044 1600 1 3
1

'L112 BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 543.
0.022 0. 32.
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2
'L112Q BAY ST NB-BAY ST NB2-RAY NB  3 X-4 WILL' 'AG' 5084. 5217. 5139. 5508. 0. 12.0
1
      90        18      2.0 543 0.044 1600 1 3
1

'L119 BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 799.
0.022 0. 32.
2
'L119Q BAY SB-BAY ST SB2-BAY ST SB  2 WIL-3 X' 'AG' 5134. 5550. 5067. 5248. 0. 12.0
1
      90        18      2.0 799 0.044 1600 1 3
1

'L120 BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 799.
0.022 0. 32.
2
'L120Q BAY SB-BAY ST SB2-BAY ST SB  3 X-4 PROS' 'AG' 5067. 5248. 5085. 5063. 0. 12.0
1
      90        18      2.0 799 0.044 1600 1 3
1

'L121 BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 763.
0.022 0. 32.
2
'L121Q BAY SB-BAY ST SB2-BAY ST SB  4 PROS-5 SAN' 'AG' 5085. 5063. 5102. 4943. 0.
12.0 1
      90        18      2.0 763 0.044 1600 1 3
1

'L122 BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 763.
0.022 0. 32.
2
'L122Q BAY SB-BAY ST SB2-BAY ST SB  5 SAN-point12' 'AG' 5102. 4943. 5124. 4810. 0.
12.0 1
      90        18      2.0 763 0.044 1600 1 3
1

'L123 BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 780.
0.022 0. 32.
2
'L123Q BAY SB-BAY ST SB2-BAY ST SB  point12-3 PROS' 'AG' 5124. 4810. 5146. 4677. 0.
12.0 1
      90        18      2.0 780 0.044 1600 1 3
1

'L124 BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 767.
0.022 0. 32.
2
'L124Q BAY SB-BAY ST SB2-BAY ST SB  3 PROS-4 UN' 'AG' 5146. 4677. 5193. 4392. 0.
12.0 1
      90        18      2.0 767 0.044 1600 1 3
1

'L125 BAY SB-BAY ST SB2-BAY ST SB  4 UN-5' 'AG' 5193. 4392. 5278. 4201. 776. 0.022
0. 32.
1

'L126 Prospect St EB_Right Turn-Prospect ST 1-2' 'AG' 5687. 4715. 5701. 4681. 57.
0.022 0. 32.
1

'L127 Prospect St EB_Left Turn-Prospect ST 1-2' 'AG' 5677. 4714. 5699. 4757. 35.
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0.022 0. 32.
1

'L134 Wave St EB_Left Turn-Front St 1-2' 'AG' 5620. 5105. 5652. 5136. 42. 0.022 0.
32.
1

'L135 Front St SB_Right Turn-Wave St 1-2' 'AG' 5637. 5143. 5606. 5115. 10. 0.022 0.
32.
1

'L136 Front St NB_Left Turn-Wave St 1-2' 'AG' 5651. 5090. 5624. 5118. 63. 0.022 0.
32.
1

'L137 Wave St EB_Right Turn-Front St 1-2' 'AG' 5627. 5106. 5647. 5064. 47. 0.022 0.
32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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CO

No Build

	S_A1	S_A2	S_A3	S_A4	S_A5	S_A6	S_A7	S_A8	S_A9	S_A10	S_A11	S_A12	S_A13	S_A14	S_A15	S_A16	S_A17	S_A18	S_A19	S_A20
MAX *	0.4	0	0.1	0.1	0	0.4	0.4	0	0.1	0.2	0	0.3	0.4	0.4	0.2	0.3	0.2	0.4	0.3	0.4

	S_B1	S_B2	S_B3	S_B4	S_B5	S_B6	S_B7	S_B8	S_B9	S_B10	S_B11	S_B12	S_B13	S_B14	S_B15	S_B16	S_B17	S_B18	S_B19	S_B20
MAX *	0.4	0	0	0	0	0	0	0	0	0	0	0.2	0.2	0.3	0.2	0	0	0.3	0.3	0.3

	S_C1	S_C2	S_C3	S_C4	S_C5	S_C6	S_C7	S_C8	S_C9	S_C10	S_C11	S_C12	S_C13	S_C14	S_C15	S_C16	S_C17	S_C18	S_C19	S_C20
MAX *	0.3	0.4	0.2	0.1	0.2	0.2	0.2	0.4	0.4	0.5	0.3	0.3	0.4	0.4	0.3	0.3	0	0	0	0

	S_D1	S_D2	S_D3	S_D4	S_D5	S_D6	S_D7	S_D8	S_D9	S_D10	S_D11	S_D12	S_D13	S_D14	S_D15	S_D16	S_D17	S_D18	S_D19	S_D20
MAX *	0	0	0	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0	0.1	0.1	0.2	0.2	0.1	0.2	0.1	0.1	0.1

Build

	S_A1	S_A2	S_A3	S_A4	S_A5	S_A6	S_A7	S_A8	S_A9	S_A10	S_A11	S_A12	S_A13	S_A14	S_A15	S_A16	S_A17	S_A18	S_A19	S_A20
MAX *	0.4	0	0.1	0.1	0	0.5	0.4	0	0.2	0.2	0	0.3	0.5	0.5	0.3	0.4	0.3	0.5	0.3	0.4

	S_B1	S_B2	S_B3	S_B4	S_B5	S_B6	S_B7	S_B8	S_B9	S_B10	S_B11	S_B12	S_B13	S_B14	S_B15	S_B16	S_B17	S_B18	S_B19	S_B20
MAX *	0.4	0	0	0	0	0	0	0	0	0	0	0.3	0.2	0.3	0.2	0	0	0.4	0.4	0.4

	S_C1	S_C2	S_C3	S_C4	S_C5	S_C6	S_C7	S_C8	S_C9	S_C10	S_C11	S_C12	S_C13	S_C14	S_C15	S_C16	S_C17	S_C18	S_C19	S_C20
MAX *	0.4	0.5	0.2	0.2	0.2	0.3	0.2	0.4	0.4	0.6	0.4	0.3	0.4	0.4	0.3	0.4	0	0	0	0

	S_D1	S_D2	S_D3	S_D4	S_D5	S_D6	S_D7	S_D8	S_D9	S_D10	S_D11	S_D12	S_D13	S_D14	S_D15	S_D16	S_D17	S_D18	S_D19	S_D20
MAX *	0	0.1	0	0.2	0.3	0.2	0.3	0.3	0.2	0.2	0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.1

PM2.5

No Build

	S_A1	S_A2	S_A3	S_A4	S_A5	S_A6	S_A7	S_A8	S_A9	S_A10	S_A11	S_A12	S_A13	S_A14	S_A15	S_A16	S_A17	S_A18	S_A19	S_A20
MAX *	2	1	1	1	1	3	2	1	1	1	1	2	3	3	2	2	2	3	2	2

	S_B1	S_B2	S_B3	S_B4	S_B5	S_B6	S_B7	S_B8	S_B9	S_B10	S_B11	S_B12	S_B13	S_B14	S_B15	S_B16	S_B17	S_B18	S_B19	S_B20
MAX *	2	1	0	0	1	0	0	0	1	1	0	1	1	1	1	1	1	2	2	2

	S_C1	S_C2	S_C3	S_C4	S_C5	S_C6	S_C7	S_C8	S_C9	S_C10	S_C11	S_C12	S_C13	S_C14	S_C15	S_C16	S_C17	S_C18	S_C19	S_C20
MAX *	2	3	2	1	2	2	2	2	2	3	2	2	2	2	2	2	1	1	1	1

	S_D1	S_D2	S_D3	S_D4	S_D5	S_D6	S_D7	S_D8	S_D9	S_D10	S_D11	S_D12	S_D13	S_D14	S_D15	S_D16	S_D17	S_D18	S_D19	S_D20
MAX *	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Build

	S_A1	S_A2	S_A3	S_A4	S_A5	S_A6	S_A7	S_A8	S_A9	S_A10	S_A11	S_A12	S_A13	S_A14	S_A15	S_A16	S_A17	S_A18	S_A19	S_A20
MAX *	3	1	1	1	1	3	3	1	1	1	1	2	3	3	3	2	2	3	2	3

	S_B1	S_B2	S_B3	S_B4	S_B5	S_B6	S_B7	S_B8	S_B9	S_B10	S_B11	S_B12	S_B13	S_B14	S_B15	S_B16	S_B17	S_B18	S_B19	S_B20
MAX *	3	1	0	0	1	0	0	1	1	1	0	1	1	1	1	1	1	3	3	3

	S_C1	S_C2	S_C3	S_C4	S_C5	S_C6	S_C7	S_C8	S_C9	S_C10	S_C11	S_C12	S_C13	S_C14	S_C15	S_C16	S_C17	S_C18	S_C19	S_C20
MAX *	3	3	2	1	2	3	3	3	3	3	3	2	3	3	2	3	1	1	1	1

	S_D1	S_D2	S_D3	S_D4	S_D5	S_D6	S_D7	S_D8	S_D9	S_D10	S_D11	S_D12	S_D13	S_D14	S_D15	S_D16	S_D17	S_D18	S_D19	S_D20
MAX *	1	1	1	2	2	2	2	2	2	1	1	1	1	2	1	1	2	1	1	1

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	311.	4.9	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	311.	4.9	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	222.	4.9	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1759.3	950.3	*	17.	133.	AG	103.	100.0	.0	30.0	.08	.9
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	1.	4.9	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	257.	4.9	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1617.3	1104.1	*	36.	136.	AG	192.	100.0	.0	30.0	.17	1.8
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	283.	4.9	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	233.	4.9	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	233.	4.9	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	702.	3.7	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	735.	8.1	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1750.4	891.6	*	56.	147.	AG	103.	100.0	.0	30.0	.25	2.9
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	753.	4.2	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1512.6	1288.9	*	58.	150.	AG	103.	100.0	.0	30.0	.25	2.9
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	667.	3.4	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	667.	3.8	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	730.	3.8	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

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145. AG    730.   6.2     .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1412.9    1403.7 *      56.
325. AG    103. 100.0     .0 30.0  .25   2.8
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    557.   4.9     .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.6    1001.3 *      42.
331. AG    103. 100.0     .0 30.0  .19   2.2
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    610.   3.4     .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    532.   3.7     .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    178.   4.9     .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    181.   4.2     .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1437.8    1307.6 *      26.
236. AG    192. 100.0     .0 30.0  .12   1.3
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    440.   4.2     .0 32.0
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JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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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
4. L3Q EDGEWATER ST NB	*	120	42	2.0	222	1600	36.74	1	3
7. L4Q EDGEWATER ST SB	*	120	78	2.0	257	1600	36.74	1	3
13. L8Q BAY ST NB 3-2	*	120	42	2.0	735	1600	36.74	1	3
15. L9Q BAY ST NB 5-4T	*	120	42	2.0	753	1600	36.74	1	3
20. L13Q BAY ST SB 3-2	*	120	42	2.0	730	1600	36.74	1	3
22. L14Q BAY ST SB 1T-3	*	120	42	2.0	557	1600	36.74	1	3
27. L19Q VANDERBILT AVE	*	120	78	2.0	181	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. REC G1	*	1570.0	1110.0	6.0	*
2. REC G2	*	1624.0	966.0	6.0	*
3. REC G3	*	1463.0	787.0	6.0	*
4. REC G4	*	1175.0	485.0	6.0	*
5. REC G5	*	1199.0	437.0	6.0	*

6.	REC	G6	*	1478.0	738.0	6.0 *
7.	REC	G7	*	1665.0	932.0	6.0 *
8.	REC	G8	*	1728.0	842.0	6.0 *
9.	REC	G9	*	1814.0	728.0	6.0 *
10.	REC	G10	*	1946.0	606.0	6.0 *
11.	REC	G11	*	1889.0	716.0	6.0 *
12.	REC	G12	*	1931.0	760.0	6.0 *
13.	REC	G13	*	2036.0	658.0	6.0 *
14.	REC	G14	*	2065.0	687.0	6.0 *
15.	REC	G15	*	1922.0	819.0	6.0 *
16.	REC	G16	*	1744.0	925.0	6.0 *
17.	REC	G17	*	1814.0	841.0	6.0 *
18.	REC	G18	*	1717.0	1010.0	6.0 *
19.	REC	G19	*	1691.0	1039.0	6.0 *
20.	REC	G20	*	1577.0	1215.0	6.0 *

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	.3	.3	.0	.0	.0	.0	.5	.5	.3	.0	.0	.1	.2	.0	.0	.3	.0	.0	.0	.0
5.	*	.2	.3	.0	.0	.0	.0	.3	.5	.3	.0	.0	.1	.2	.0	.0	.1	.0	.0	.0	.0
10.	*	.2	.3	.0	.0	.0	.0	.4	.5	.3	.0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0
15.	*	.2	.3	.0	.0	.0	.0	.3	.5	.3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20.	*	.2	.3	.0	.0	.0	.0	.2	.3	.3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
25.	*	.2	.4	.0	.0	.0	.0	.2	.3	.3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
30.	*	.2	.4	.0	.0	.0	.0	.2	.3	.3	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
35.	*	.3	.4	.0	.0	.0	.0	.2	.2	.3	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
40.	*	.3	.4	.0	.0	.0	.0	.2	.2	.3	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
45.	*	.4	.5	.1	.1	.0	.0	.2	.2	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
50.	*	.5	.5	.1	.1	.0	.0	.2	.2	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
55.	*	.6	.4	.1	.1	.0	.0	.2	.2	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60.	*	.6	.4	.1	.1	.0	.0	.2	.2	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

```
  65.  *    .7    .5    .1    .1    .0    .0    .2    .2    .2    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
  70.  *    .7    .5    .1    .0    .0    .0    .3    .2    .2    .0    .0    .0
.0    .0    .0    .0    .0    .0    .0    .0
  75.  *    .7    .5    .0    .0    .0    .0    .4    .2    .2    .0    .0    .0
.0    .0    .0    .1    .0    .0    .0    .0
  80.  *    .7    .4    .0    .0    .0    .0    .3    .2    .2    .0    .0    .0
.0    .0    .0    .1    .0    .0    .0    .0
  85.  *    .7    .4    .0    .0    .0    .0    .3    .2    .2    .0    .0    .1
.0    .0    .0    .1    .0    .0    .0    .0
  90.  *    .7    .3    .0    .0    .0    .0    .4    .2    .2    .0    .0    .2
.1    .0    .0    .1    .1    .0    .0    .0
  95.  *    .6    .2    .0    .0    .0    .0    .4    .2    .3    .0    .0    .2
.1    .0    .0    .1    .1    .0    .0    .0
 100.  *    .5    .3    .0    .0    .0    .0    .4    .3    .2    .0    .0    .2
.1    .0    .0    .2    .1    .0    .0    .0
 105.  *    .5    .4    .0    .0    .0    .0    .5    .3    .2    .0    .0    .3
.0    .0    .0    .2    .1    .0    .0    .0
 110.  *    .5    .4    .0    .0    .0    .0    .5    .3    .2    .0    .0    .3
.1    .0    .0    .2    .1    .0    .0    .0
 115.  *    .4    .3    .0    .0    .0    .0    .4    .3    .3    .0    .0    .3
.1    .0    .0    .4    .1    .0    .0    .0
 120.  *    .4    .4    .0    .0    .0    .0    .4    .3    .3    .0    .0    .3
.2    .0    .0    .4    .1    .1    .1    .0
 125.  *    .4    .4    .0    .0    .0    .0    .4    .3    .2    .0    .0    .3
.2    .0    .0    .3    .1    .1    .1    .0
 130.  *    .5    .2    .0    .0    .0    .0    .4    .2    .2    .0    .0    .2
.2    .1    .0    .3    .0    .1    .1    .0
 135.  *    .4    .2    .0    .0    .0    .0    .3    .2    .2    .0    .0    .2
.1    .1    .1    .3    .0    .2    .1    .0
 140.  *    .5    .2    .0    .0    .0    .0    .2    .4    .3    .1    .0    .1
.0    .1    .2    .5    .0    .4    .2    .0
 145.  *    .4    .0    .0    .0    .0    .0    .2    .3    .3    .1    .1    .1
.0    .1    .2    .7    .2    .4    .2    .3
 150.  *    .4    .0    .0    .0    .0    .0    .1    .0    .2    .1    .1    .1
.0    .1    .3    .8    .2    .4    .4    .3
 155.  *    .3    .0    .0    .0    .0    .0    .0    .0    .1    .3    .3    .0
.0    .1    .3    .7    .3    .5    .4    .4
 160.  *    .1    .0    .0    .0    .0    .0    .0    .0    .1    .3    .3    .1
.0    .0    .3    .8    .4    .5    .4    .6
 165.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.0    .0    .4    .8    .3    .5    .4    .5
 170.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.0    .0    .3    .9    .2    .5    .4    .5
 175.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .0    .2    .8    .2    .3    .4    .4
 180.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .0    .1    .8    .2    .3    .1    .4
 185.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .0    .0    .8    .2    .3    .1    .2
 190.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .0    .0    .8    .2    .3    .2    .2
 195.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .0
.0    .0    .0    .7    .2    .2    .3    .2
 200.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .2    .0
.0    .0    .0    .7    .2    .2    .2    .2
 205.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .1    .0
.0    .0    .0    .7    .2    .2    .2    .2
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 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .1    .0
.0    .0    .1    .7    .2    .2    .2    .2
 215.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .0    .1    .6    .2    .1    .3    .2
 220.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .0    .1    .6    .2    .1    .4    .2
 225.  *    .0    .0    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .0    .1    .6    .2    .2    .3    .2
 230.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .0    .1    .6    .2    .2    .3    .2
 235.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .0    .1    .6    .2    .2    .3    .2
 240.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .0    .1    .5    .2    .2    .3    .2
 245.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .0    .1    .5    .2    .3    .2    .2
 250.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .2    .1
.0    .0    .1    .6    .2    .2    .2    .2
 255.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .0    .1    .6    .2    .2    .2    .2
 260.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .0    .1    .7    .2    .2    .2    .2
 265.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .0    .1    .7    .2    .2    .2    .2
 270.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .0    .2    .7    .2    .2    .2    .2
 275.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .0    .2    .7    .2    .2    .2    .2
 280.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .2    .4    .6    .3    .3    .3    .2
 285.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .4    .4    .7    .3    .3    .3    .2
 290.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.1    .4    .4    .8    .3    .3    .3    .2
 295.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .3    .2
.1    .4    .5    .7    .3    .3    .4    .2
 300.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .4    .2
.2    .4    .5    .7    .5    .3    .4    .4
 305.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .4    .2
.3    .4    .3    .8    .4    .4    .4    .4
 310.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .3    .4    .3
.3    .2    .2    .8    .4    .4    .5    .5
 315.  *    .1    .0    .0    .0    .0    .0    .0    .0    .1    .2    .4    .3
.3    .0    .1    .9    .3    .4    .4    .7
 320.  *    .1    .0    .0    .0    .0    .0    .2    .1    .1    .2    .3    .3
.3    .0    .0    .9    .5    .4    .4    .5
 325.  *    .2    .0    .0    .0    .0    .0    .2    .3    .2    .2    .2    .3
.3    .0    .0    .9    .3    .3    .3    .4
 330.  *    .3    .1    .0    .0    .0    .0    .3    .4    .3    .2    .2    .3
.3    .0    .0    .5    .3    .2    .2    .2
 335.  *    .4    .1    .0    .0    .0    .0    .6    .5    .5    .2    .1    .3
.3    .0    .0    .4    .1    .0    .0    .2
 340.  *    .4    .3    .0    .0    .0    .0    .7    .3    .5    .0    .0    .3
.3    .0    .0    .2    .1    .0    .0    .0
 345.  *    .4    .3    .0    .0    .0    .0    .6    .4    .3    .0    .0    .3
.2    .0    .0    .3    .1    .0    .0    .0
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 350.  *    .3    .3    .0    .0    .0    .0    .6    .3    .3    .0    .0    .2
.2    .0    .0    .2    .1    .0    .0    .0
 355.  *    .3    .3    .0    .0    .0    .0    .5    .5    .3    .0    .0    .2
.2    .0    .0    .3    .1    .0    .0    .0
 360.  *    .3    .3    .0    .0    .0    .0    .5    .5    .3    .0    .0    .1
.2    .0    .0    .3    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .7    .5    .1    .1    .0    .0    .7    .5    .5    .3    .4    .3
.3    .4    .5    .9    .5    .5    .5    .7
 DEGR. *   65    45    45    45     0     0   340     0   335   155   300   105
305   285   295   315   300   155   310   315

 THE HIGHEST CONCENTRATION OF     .90 PPM OCCURRED AT RECEPTOR REC16.
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                                                Sta_Gre
'CO 2015 AM No-Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1        '       1570    1110    6
'REC    G2        '       1624    966     6
'REC    G3        '       1463    787     6
'REC    G4        '       1175    485     6
'REC    G5        '       1199    437     6
'REC    G6        '       1478    738     6
'REC    G7        '       1665    932     6
'REC    G8        '       1728    842     6
'REC    G9        '       1814    728     6
'REC    G10       '       1946    606     6
'REC    G11       '       1889    716     6
'REC    G12       '       1931    760     6
'REC    G13       '       2036    658     6
'REC    G14       '       2065    687     6
'REC    G15       '       1922    819     6
'REC    G16       '       1744    925     6
'REC    G17       '       1814    841     6
'REC    G18       '       1717    1010    6
'REC    G19       '       1691    1039    6
'REC    G20       '       1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 311. 4.91 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 311. 4.91 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 222. 4.91 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 1. 4.91 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 257. 4.91 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 257 36.74 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 283. 4.91 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 233. 4.91 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 233. 4.91 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 702. 3.69 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 735. 8.08 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 735 36.74 1600 1 3
1
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```
'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 753. 4.18 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 753 36.74 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 667. 3.37 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 667. 3.78 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 730. 3.76 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 730. 6.16 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 730 36.74 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 557. 4.91 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 557 36.74 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 610. 3.42 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 532. 3.67 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 178. 4.91 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 181. 4.18 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 181 36.74 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 440. 4.18 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

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                    CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                    PAGE  1

      JOB: CO 2015 AM Build Alt-A Stapleton                    RUN: Hanna & Bay ST
Intersection

      DATE :  2/28/ 6
      TIME : 16:57:21

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                               *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*------------------
---------------------------------------
      1. L1 BAY ST NB UP 1-2 *    950.0    2917.0    1082.0    3250.0 *     358.
22. AG    661.   3.7    .0 40.0
      2. L2 BAY ST NB UP 2-3 *   1082.0    3250.0    1146.0    3443.0 *     203.
18. AG    661.   3.7    .0 40.0
      3. L3 BAY ST NB UP 3-4 *   1146.0    3443.0    1058.0    3744.0 *     314.
344. AG    781.   3.8    .0 40.0
      4. L3Q BAY ST NB UP 3-4*   1058.0    3744.0    1083.1    3658.0 *      90.
164. AG     69. 100.0    .0 20.0  .40   4.6
      5. L4 BAY ST NB UP 4-5 *   1058.0    3744.0     982.0    3913.0 *     185.
336. AG    947.   6.8    .0 40.0
      6. L5 BAY ST NB UP 5-6 *    982.0    3913.0    1020.0    4076.0 *     167.
13. AG    951.   6.8    .0 40.0
      7. L5Q BAY ST NB UP 5-6*   1020.0    4076.0     995.2    3969.8 *     109.
193. AG     69. 100.0    .0 20.0  .48   5.5
      8. L6 BAY ST NB UP 6-7 *   1020.0    4076.0    1076.0    4394.0 *     323.
10. AG   1116.   6.8    .0 40.0
      9. L7 BAY ST SB UP 1-2 *   1055.0    4396.0    1006.0    4080.0 *     320.
189. AG   1027.   3.7    .0 40.0
     10. L7Q BAY ST SB UP 1-2*   1006.0    4080.0    1024.1    4196.4 *     118.
 9. AG     69. 100.0    .0 20.0  .52   6.0
     11. L8 BAY ST SB UP 2-3 *   1006.0    4080.0     952.0    3900.0 *     188.
197. AG    883.   3.7    .0 40.0
     12. L9 BAY ST SB UP 3-4 *    952.0    3900.0    1016.0    3750.0 *     163.
157. AG   1138.   3.7    .0 40.0
     13. L9Q BAY ST SB UP 3-4*   1016.0    3750.0     964.7    3870.2 *     131.
337. AG     69. 100.0    .0 20.0  .58   6.6
     14. L10 BAY ST SB UP 4-5*   1016.0    3750.0    1113.0    3446.0 *     319.
162. AG    728.   3.3    .0 40.0
     15. L11 BAY ST SB UP 5-6*   1113.0    3446.0    1075.0    3258.0 *     192.
191. AG    744.   3.4    .0 40.0
     16. L12 BAY ST SB UP 6-7*   1075.0    3258.0     943.0    2916.0 *     367.
201. AG    744.   3.4    .0 40.0
     17. L13 HANNAH ST 1-2 WB*   1120.0    3789.0    1035.0    3758.0 *      90.
250. AG    284.   6.8    .0 32.0
     18. L13Q HANNAH ST 1-2 W*   1035.0    3758.0    1148.8    3799.5 *     121.
70. AG     64. 100.0    .0 12.0  .56   6.2
     19. L14 HANNAH ST 2-3 WB*   1035.0    3758.0     885.0    3708.0 *     158.
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252. AG    160.   6.8    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    160.   6.8    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     72.   6.8    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     72.   6.8    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1006.9    3738.1 *      31.
251. AG     64. 100.0    .0 12.0  .14   1.6
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    440.   6.8    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    338.   6.8    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    338.   6.8    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     916.3    4075.8 *      72.
276. AG    128. 100.0    .0 20.0  .33   3.7
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG     27.   6.8    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     20.   6.8    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1044.2    4091.6 *       4.
82. AG    128. 100.0    .0 20.0  .02    .2
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    310.   6.8    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    310.   6.8    .0 40.0
```


JOB: CO 2015 AM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/28/ 6
TIME : 16:57:21

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
4. L3Q BAY ST NB UP 3-4*	120	42	2.0	781	1600	36.74	1	3
7. L5Q BAY ST NB UP 5-6*	120	42	2.0	951	1600	36.74	1	3
10. L7Q BAY ST SB UP 1-2*	120	42	2.0	1027	1600	36.74	1	3
13. L9Q BAY ST SB UP 3-4*	120	42	2.0	1138	1600	36.74	1	3
18. L13Q HANNAH ST 1-2 W*	120	78	2.0	284	1600	36.74	1	3
23. L14aQ HANNAH ST 2-3 *	120	78	2.0	72	1600	36.74	1	3
27. L17Q VICTORY BLVD EB*	120	78	2.0	338	1600	36.74	1	3
30. L19Q VICTORY BLVD WB*	120	78	2.0	20	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC H1	1133.0	3803.0	6.0
2. REC H2	1059.0	3786.0	6.0
3. REC H3	1023.0	3868.0	6.0
4. REC H4	926.0	3899.0	6.0
5. REC H5	978.0	3762.0	6.0
6. REC H6	899.0	3738.0	6.0
7. REC H7	857.0	3729.0	6.0
8. REC H8	716.0	3681.0	6.0
9. REC H9	711.0	3624.0	6.0
10. REC H10	788.0	3645.0	6.0
11. REC H11	873.0	3673.0	6.0
12. REC H12	916.0	3685.0	6.0
13. REC H13	1007.0	3720.0	6.0
14. REC H14	1025.0	3634.0	6.0
15. REC H15	955.0	3608.0	6.0
16. REC H16	1135.0	3620.0	6.0
17. REC H17	1099.0	3714.0	6.0
18. REC H18	1085.0	3750.0	6.0
19. REC H19	1148.0	3772.0	6.0

0

JOB: CO 2015 AM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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
0.	.0	.1	.5	.1	.8	.0	.0	.0	.0	.0	.0	.0	1.0	.5	.0	.0	.3	.4	.1
5.	.0	.1	.4	.1	.8	.0	.0	.0	.0	.0	.0	.0	.9	.3	.4	.0	.2	.3	.1
10.	.0	.0	.1	.2	.7	.1	.0	.0	.0	.0	.0	.2	.8	.2	.4	.0	.2	.3	.0
15.	.0	.0	.1	.4	.7	.2	.1	.0	.0	.0	.1	.3	.6	.4	.3	.0	.1	.4	.0
20.	.0	.0	.0	.6	.4	.2	.1	.0	.0	.0	.2	.5	.7	.4	.2	.0	.1	.4	.0
25.	.0	.0	.0	.6	.4	.3	.2	.0	.0	.1	.1	.3	.7	.4	.1	.0	.1	.4	.0
30.	.0	.0	.0	.5	.4	.4	.1	.0	.0	.0	.2	.3	.5	.4	.1	.0	.1	.4	.0
35.	.0	.0	.0	.6	.4	.3	.1	.0	.0	.0	.3	.3	.5	.3	.1	.0	.0	.4	.0
40.	.0	.0	.0	.5	.4	.3	.1	.0	.0	.0	.2	.3							

```
.5    .3    .1    .0    .0    .4    .0
  45.  *    .0    .0    .0    .4    .4    .3    .2    .0    .0    .0    .2    .3
.5    .3    .1    .0    .0    .3    .0
  50.  *    .0    .0    .0    .3    .4    .3    .2    .0    .0    .0    .2    .2
.7    .3    .1    .0    .0    .2    .0
  55.  *    .0    .0    .0    .3    .4    .3    .3    .0    .0    .0    .1    .2
.7    .3    .1    .0    .0    .2    .0
  60.  *    .0    .0    .0    .2    .4    .3    .2    .0    .0    .0    .1    .2
.4    .3    .1    .0    .0    .2    .0
  65.  *    .0    .0    .0    .2    .4    .3    .2    .0    .0    .0    .1    .1
.5    .3    .0    .0    .0    .1    .0
  70.  *    .0    .1    .0    .2    .5    .3    .2    .0    .0    .0    .0    .0
.4    .2    .0    .0    .0    .1    .0
  75.  *    .0    .2    .0    .3    .5    .3    .2    .0    .0    .0    .0    .1
.3    .2    .0    .0    .0    .1    .0
  80.  *    .1    .2    .0    .3    .6    .3    .1    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .1    .0
  85.  *    .1    .3    .0    .3    .7    .1    .0    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .0    .0
  90.  *    .1    .4    .0    .2    .6    .0    .0    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .0    .0
  95.  *    .1    .4    .0    .2    .5    .1    .0    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 100.  *    .2    .4    .0    .2    .6    .1    .0    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 105.  *    .2    .4    .0    .2    .5    .1    .0    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 110.  *    .2    .4    .0    .3    .4    .0    .0    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 115.  *    .2    .4    .0    .3    .4    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 120.  *    .2    .4    .0    .5    .4    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 125.  *    .2    .4    .1    .5    .4    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 130.  *    .2    .4    .1    .6    .4    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 135.  *    .2    .4    .1    .5    .3    .0    .0    .0    .0    .0    .0    .0
.2    .2    .0    .0    .0    .0    .0
 140.  *    .2    .5    .2    .5    .2    .0    .0    .0    .0    .0    .0    .0
.2    .2    .0    .0    .0    .0    .0
 145.  *    .2    .5    .2    .5    .2    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 150.  *    .2    .5    .3    .4    .2    .0    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 155.  *    .2    .7    .5    .2    .1    .0    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 160.  *    .2    .8    .6    .2    .1    .0    .0    .0    .0    .0    .0    .0
.2    .1    .0    .0    .0    .1    .0
 165.  *    .2    .9    .6    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .1    .1    .0
 170.  *    .2    .9    .7    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .1    .2    .0
 175.  *    .2   1.0    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .1    .1    .3    .0
 180.  *    .2   1.0    .6    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .1    .4    .0
 185.  *    .3    .9    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .3    .4    .0
 190.  *    .3    .9    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .3    .4    .1
 195.  *    .4    .8    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .3    .4    .1
```

```
 200.  *    .6    .7    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .3    .4    .1
 205.  *    .6    .7    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .4    .4    .1
```


JOB: CO 2015 AM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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 WIND  * CONCENTRATION
 ANGLE *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19

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

```
.0    .0    .0    .5    .6    .6    .2
 330.  *    .1    .5    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .0    .0    .4    .4    .6    .2
 335.  *    .1    .4    .6    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .0    .0    .2    .5    .6    .1
 340.  *    .1    .3    .6    .0    .1    .0    .0    .0    .0    .0    .0    .0
.4    .2    .0    .2    .4    .5    .2
 345.  *    .1    .4    .6    .0    .2    .0    .0    .0    .0    .0    .0    .0
.5    .3    .0    .1    .4    .4    .2
 350.  *    .1    .4    .7    .0    .2    .0    .0    .0    .0    .0    .0    .0
.7    .4    .0    .1    .3    .5    .2
 355.  *    .1    .3    .5    .1    .7    .0    .0    .0    .0    .0    .0    .0
.9    .5    .0    .0    .3    .4    .2
 360.  *    .0    .1    .5    .1    .8    .0    .0    .0    .0    .0    .0    .0
1.0    .5    .0    .0    .3    .4    .1

------*-------------------------------------------------------------------------------
-------------------------------------
 MAX   *    .7   1.0    .7    .6    .8    .4    .3    .1    .0    .1    .3    .5
1.0    .5    .4    .5    .8    .8    .7
 DEGR. *  225   175   170    20     0    30    55    80     0    25    35    20
0     0     5   320   310   305   275
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THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC13.

```
                                        Sta_Han
'CO 2015 AM Build Alt-A Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1      '       1133    3803    6
'REC    H2      '       1059    3786    6
'REC    H3      '       1023    3868    6
'REC    H4      '       926     3899    6
'REC    H5      '       978     3762    6
'REC    H6      '       899     3738    6
'REC    H7      '       857     3729    6
'REC    H8      '       716     3681    6
'REC    H9      '       711     3624    6
'REC    H10     '       788     3645    6
'REC    H11     '       873     3673    6
'REC    H12     '       916     3685    6
'REC    H13     '       1007    3720    6
'REC    H14     '       1025    3634    6
'REC    H15     '       955     3608    6
'REC    H16     '       1135    3620    6
'REC    H17     '       1099    3714    6
'REC    H18     '       1085    3750    6
'REC    H19     '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 661. 3.65 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 661. 3.65 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 781. 3.76 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
      120        42      2.0 781 36.74 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 947. 6.85 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 951. 6.85 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
      120        42      2.0 951 36.74 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 1116. 6.85 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1027. 3.72 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
      120        42      2.0 1027 36.74 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 883. 3.72 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1138. 3.72 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
      120        42      2.0 1138 36.74 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 728. 3.32 0. 40.
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1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 744. 3.40 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 744. 3.40 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 284. 6.85 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 284 36.74 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 160. 6.85 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 160. 6.85 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 72. 6.85 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 72. 6.85 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 72 36.74 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 440. 6.85 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 338. 6.85 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 338. 6.85 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 338 36.74 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 27. 6.85 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 20. 6.85 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 20 36.74 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 310. 6.85 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 310. 6.85 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2015 AM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/28/ 6
TIME : 17: 7:37

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	311.	4.9	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	311.	4.9	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	222.	4.9	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1759.3	950.3	*	17.	133.	AG	103.	100.0	.0	30.0	.08	.9
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	1.	4.9	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	257.	4.9	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1617.3	1104.1	*	36.	136.	AG	192.	100.0	.0	30.0	.17	1.8
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	283.	4.9	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	233.	4.9	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	233.	4.9	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	702.	3.7	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	735.	8.1	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1750.4	891.6	*	56.	147.	AG	103.	100.0	.0	30.0	.25	2.9
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	753.	4.2	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1512.6	1288.9	*	58.	150.	AG	103.	100.0	.0	30.0	.25	2.9
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	667.	3.4	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	667.	3.8	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	730.	3.8	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

```
145. AG    730.   6.2     .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1412.9    1403.7 *      56.
325. AG    103. 100.0     .0 30.0  .25   2.8
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    557.   4.9     .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.6    1001.3 *      42.
331. AG    103. 100.0     .0 30.0  .19   2.2
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    610.   3.4     .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    532.   3.7     .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    178.   4.9     .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    181.   4.2     .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1437.8    1307.6 *      26.
236. AG    192. 100.0     .0 30.0  .12   1.3
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    440.   4.2     .0 32.0
```

PAGE 2

JOB: CO 2015 AM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/28/ 6
TIME : 17: 7:37

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
4. L3Q EDGEWATER ST NB	120	42	2.0	222	1600	36.74	1	3
7. L4Q EDGEWATER ST SB	120	78	2.0	257	1600	36.74	1	3
13. L8Q BAY ST NB 3-2	120	42	2.0	735	1600	36.74	1	3
15. L9Q BAY ST NB 5-4T	120	42	2.0	753	1600	36.74	1	3
20. L13Q BAY ST SB 3-2	120	42	2.0	730	1600	36.74	1	3
22. L14Q BAY ST SB 1T-3	120	42	2.0	557	1600	36.74	1	3
27. L19Q VANDERBILT AVE	120	78	2.0	181	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC Va1	1235.0	1630.0	6.0
2. REC Va2	1330.0	1496.0	6.0
3. REC Va3	1429.0	1355.0	6.0
4. REC Va4	1259.0	1234.0	6.0
5. REC Va5	1057.0	1096.0	6.0

6.	REC	Va6	*	867.0	977.0	6.0	*
7.	REC	Va7	*	904.0	917.0	6.0	*
8.	REC	Va8	*	1093.0	1047.0	6.0	*
9.	REC	Va9	*	1292.0	1184.0	6.0	*
10.	REC	Va10	*	1395.0	1252.0	6.0	*
11.	REC	Va11	*	1463.0	1303.0	6.0	*
12.	REC	Va12	*	1510.0	1239.0	6.0	*
13.	REC	Va13	*	1534.0	1171.0	6.0	*
14.	REC	Va14	*	1579.0	1205.0	6.0	*
15.	REC	Va15	*	1493.0	1344.0	6.0	*
16.	REC	Va16	*	1542.0	1372.0	6.0	*
17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: CO 2015 AM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	* .2	.3	.8	.0	.0	.0	.0	.0	.0	.1	.4	.4	.3	.0	.0	.0	.0	.0	.0	.0
5.	* .2	.3	.7	.0	.0	.0	.0	.0	.0	.2	.4	.4	.2	.0	.0	.0	.0	.0	.0	.0
10.	* .3	.3	.7	.0	.0	.0	.0	.0	.0	.2	.4	.3	.2	.0	.0	.0	.0	.0	.0	.0
15.	* .3	.3	.7	.0	.0	.0	.0	.0	.0	.2	.4	.3	.2	.0	.0	.0	.0	.0	.0	.0
20.	* .3	.3	.7	.0	.0	.0	.1	.1	.1	.2	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0
25.	* .3	.3	.7	.0	.0	.0	.1	.1	.1	.2	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0
30.	* .3	.3	.7	.0	.0	.0	.1	.1	.1	.1	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0
35.	* .2	.3	.6	.0	.0	.0	.1	.1	.1	.2	.5	.2	.2	.0	.0	.0	.0	.0	.0	.0
40.	* .2	.2	.6	.0	.0	.0	.1	.1	.0	.2	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0
45.	* .1	.3	.6	.0	.1	.0	.1	.1	.0	.3	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0
50.	* .1	.3	.7	.1	.1	.0	.1	.0	.1	.2	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0
55.	* .1	.3	.6	.1	.1	.1	.0	.0	.0	.2	.5	.2	.2	.0	.0	.0	.0	.0	.0	.0
60.	* .2	.3	.5	.1	.2	.1	.0	.0	.0	.2	.5	.2	.2	.0	.0	.0	.0	.0	.0	.0

```
  65.  *    .1    .3    .5    .1    .2    .1    .0    .0    .0    .1    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  70.  *    .3    .2    .5    .1    .1    .1    .0    .0    .0    .1    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  75.  *    .3    .2    .4    .1    .1    .1    .0    .0    .0    .1    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  80.  *    .3    .3    .4    .1    .1    .1    .0    .0    .0    .0    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  85.  *    .3    .3    .5    .1    .1    .1    .0    .0    .0    .0    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  90.  *    .3    .3    .4    .1    .1    .1    .0    .0    .0    .0    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  95.  *    .3    .3    .5    .1    .1    .1    .0    .0    .0    .0    .4    .2
.2    .0    .1    .0    .0    .0    .0    .0
 100.  *    .3    .3    .4    .1    .1    .1    .0    .0    .0    .0    .4    .2
.2    .0    .1    .0    .0    .0    .0    .0
 105.  *    .3    .3    .4    .1    .1    .1    .0    .0    .0    .0    .4    .2
.2    .0    .1    .0    .0    .0    .0    .0
 110.  *    .3    .3    .7    .1    .1    .1    .0    .0    .0    .0    .3    .2
.3    .0    .1    .0    .0    .0    .0    .0
 115.  *    .3    .3    .6    .1    .1    .1    .0    .0    .0    .1    .3    .2
.3    .0    .1    .0    .0    .0    .0    .0
 120.  *    .4    .4    .6    .1    .1    .1    .0    .0    .0    .2    .3    .2
.4    .0    .1    .0    .0    .0    .0    .0
 125.  *    .4    .4    .7    .1    .1    .1    .0    .0    .0    .2    .3    .2
.5    .0    .2    .0    .0    .0    .0    .0
 130.  *    .4    .5    .8    .1    .1    .1    .0    .0    .0    .0    .3    .3
.6    .0    .3    .0    .0    .0    .0    .0
 135.  *    .5    .5    .8    .1    .1    .1    .0    .0    .0    .1    .3    .5
.7    .0    .3    .0    .0    .0    .0    .1
 140.  *    .4    .6    .8    .1    .1    .1    .0    .0    .0    .0    .4    .5
.5    .1    .5    .0    .0    .0    .3    .1
 145.  *    .3    .4    .7    .1    .1    .1    .0    .0    .0    .0    .5    .5
.5    .3    .6    .0    .0    .0    .3    .1
 150.  *    .2    .4    .7    .1    .1    .0    .0    .0    .0    .0    .3    .6
.3    .4    .9    .0    .0    .0    .4    .5
 155.  *    .1    .1    .5    .1    .1    .0    .0    .0    .0    .0    .2    .3
.2    .5   1.0    .0    .0    .0    .4    .5
 160.  *    .1    .1    .5    .1    .1    .0    .0    .0    .0    .0    .2    .2
.1    .6    .9    .1    .0    .0    .4    .4
 165.  *    .0    .0    .4    .1    .1    .0    .0    .0    .0    .0    .1    .2
.1    .5    .8    .1    .0    .0    .5    .3
 170.  *    .0    .0    .3    .1    .1    .0    .0    .0    .0    .0    .1    .2
.1    .5    .8    .1    .0    .0    .5    .3
 175.  *    .0    .0    .3    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .4    .8    .2    .1    .1    .4    .2
 180.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .4    .8    .2    .1    .1    .5    .2
 185.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .4    .7    .2    .1    .1    .5    .2
 190.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .2    .1    .1    .5    .2
 195.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .2    .1    .1    .5    .2
 200.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .5    .2    .0    .1    .5    .2
 205.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .5    .2    .1    .1    .5    .2
```

```
 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .3    .1    .2    .6    .2
 215.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .3    .1    .1    .6    .2
 220.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .7    .3    .1    .1    .5    .2
 225.  *    .0    .0    .1    .2    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .7    .4    .1    .2    .5    .2
 230.  *    .0    .0    .1    .2    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .7    .3    .2    .2    .4    .2
 235.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .8    .3    .3    .1    .4    .2
 240.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .1
.0    .2    .8    .3    .3    .1    .4    .2
 245.  *    .0    .0    .0    .1    .1    .0    .0    .0    .2    .1    .3    .1
.0    .2    .5    .3    .2    .2    .4    .2
 250.  *    .0    .0    .0    .0    .0    .0    .0    .0    .2    .1    .4    .1
.0    .2    .5    .2    .0    .1    .3    .2
 255.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .4    .1
.0    .2    .5    .0    .1    .1    .3    .2
 260.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .4    .1
.0    .2    .5    .1    .1    .1    .3    .2
 265.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .4    .1
.0    .2    .5    .1    .2    .1    .2    .2
 270.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .4    .1
.0    .2    .3    .2    .2    .1    .2    .2
 275.  *    .0    .0    .0    .0    .0    .0    .0    .0    .1    .0    .5    .1
.0    .2    .4    .2    .2    .1    .2    .2
 280.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .5    .1
.0    .2    .4    .2    .1    .1    .2    .2
 285.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .5    .1
.0    .2    .4    .2    .1    .1    .2    .2
 290.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .5    .1
.0    .2    .5    .3    .1    .1    .2    .2
 295.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .5    .1
.0    .3    .4    .2    .1    .1    .3    .2
 300.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .6    .1
.0    .3    .4    .2    .1    .0    .3    .2
 305.  *    .0    .0    .1    .0    .0    .0    .0    .0    .0    .0    .6    .2
.0    .4    .5    .2    .1    .0    .3    .2
 310.  *    .0    .1    .2    .0    .0    .0    .0    .0    .0    .0    .6    .2
.0    .5    .6    .2    .0    .0    .4    .2
 315.  *    .0    .1    .2    .0    .0    .0    .0    .0    .0    .0    .8    .3
.1    .6    .5    .0    .0    .0    .3    .2
 320.  *    .0    .2    .4    .0    .0    .0    .0    .0    .0    .0    .9    .5
.1    .6    .4    .0    .0    .0    .3    .3
 325.  *    .1    .2    .6    .0    .0    .0    .0    .0    .0    .0   1.0    .5
.3    .4    .3    .0    .0    .0    .2    .3
 330.  *    .1    .4    .7    .0    .0    .0    .0    .0    .0    .0   1.2    .7
.4    .3    .3    .0    .0    .0    .1    .2
 335.  *    .3    .5    .9    .0    .0    .0    .0    .0    .0    .0   1.1    .7
.5    .2    .1    .0    .0    .0    .1    .0
 340.  *    .3    .5    .8    .0    .0    .0    .0    .0    .0    .1   1.1    .8
.4    .1    .1    .0    .0    .0    .0    .0
 345.  *    .3    .4    .8    .0    .0    .0    .0    .0    .0    .1    .9    .5
.4    .0    .1    .0    .0    .0    .0    .0
```

```
 350.  *    .3    .4    .9    .0    .0    .0    .0    .0    .0    .1    .7    .4
.4    .0    .0    .0    .0    .0    .0    .0
 355.  *    .3    .3    .8    .0    .0    .0    .0    .0    .0    .1    .6    .4
.4    .0    .0    .0    .0    .0    .0    .0
 360.  *    .2    .3    .8    .0    .0    .0    .0    .0    .0    .1    .4    .4
.3    .0    .0    .0    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .5    .6    .9    .2    .2    .1    .1    .1    .2    .3   1.2    .8
.7    .6   1.0    .4    .3    .2    .6    .5
 DEGR. *  135   140   335   225    60    55    20    20   245    45   330   340
135   160   155   225   235   210   210   150
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THE HIGHEST CONCENTRATION OF 1.20 PPM OCCURRED AT RECEPTOR REC11.

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                                                Sta_Van
'CO 2015 AM Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1      '       1235    1630    6
'REC    Va2      '       1330    1496    6
'REC    Va3      '       1429    1355    6
'REC    Va4      '       1259    1234    6
'REC    Va5      '       1057    1096    6
'REC    Va6      '       867     977     6
'REC    Va7      '       904     917     6
'REC    Va8      '       1093    1047    6
'REC    Va9      '       1292    1184    6
'REC    Va10     '       1395    1252    6
'REC    Va11     '       1463    1303    6
'REC    Va12     '       1510    1239    6
'REC    Va13     '       1534    1171    6
'REC    Va14     '       1579    1205    6
'REC    Va15     '       1493    1344    6
'REC    Va16     '       1542    1372    6
'REC    Va17     '       1571    1396    6
'REC    Va18     '       1546    1460    6
'REC    Va19     '       1450    1416    6
'REC    Va20     '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 311. 4.91 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 311. 4.91 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 222. 4.91 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 222 36.74 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 1. 4.91 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 257. 4.91 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 257 36.74 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 283. 4.91 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 233. 4.91 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 233. 4.91 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 702. 3.69 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 735. 8.08 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 735 36.74 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 753. 4.18 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 753 36.74 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 667. 3.37 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 667. 3.78 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 730. 3.76 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 730. 6.16 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 730 36.74 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 557. 4.91 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 557 36.74 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 610. 3.42 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 532. 3.67 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 178. 4.91 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 181. 4.18 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 181 36.74 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 440. 4.18 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: CO 2015 AM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/28/ 6
TIME : 16:56: 6

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .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.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	661.	3.7	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	661.	3.7	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	781.	3.8	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1083.1	3658.0	*	90.	164.	AG	69.	100.0	.0	20.0	.40	4.6
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	947.	6.8	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	951.	6.8	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	995.2	3969.8	*	109.	193.	AG	69.	100.0	.0	20.0	.48	5.5
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	1116.	6.8	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1027.	3.7	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1024.1	4196.4	*	118.	9.	AG	69.	100.0	.0	20.0	.52	6.0
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	883.	3.7	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1138.	3.7	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	964.7	3870.2	*	131.	337.	AG	69.	100.0	.0	20.0	.58	6.6
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	728.	3.3	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	744.	3.4	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	744.	3.4	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	284.	6.8	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1148.8	3799.5	*	121.	70.	AG	64.	100.0	.0	12.0	.56	6.2
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

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252. AG    160.   6.8    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    160.   6.8    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     72.   6.8    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     72.   6.8    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1006.9    3738.1 *      31.
251. AG     64. 100.0    .0 12.0  .14   1.6
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    440.   6.8    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    338.   6.8    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    338.   6.8    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     916.3    4075.8 *      72.
276. AG    128. 100.0    .0 20.0  .33   3.7
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG     27.   6.8    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     20.   6.8    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1044.2    4091.6 *       4.
82. AG    128. 100.0    .0 20.0  .02    .2
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    310.   6.8    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    310.   6.8    .0 40.0
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JOB: CO 2015 AM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/28/ 6
TIME : 16:56: 6

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
4. L3Q BAY ST NB UP 3-4*	120	42	2.0	781	1600	36.74	1	3
7. L5Q BAY ST NB UP 5-6*	120	42	2.0	951	1600	36.74	1	3
10. L7Q BAY ST SB UP 1-2*	120	42	2.0	1027	1600	36.74	1	3
13. L9Q BAY ST SB UP 3-4*	120	42	2.0	1138	1600	36.74	1	3
18. L13Q HANNAH ST 1-2 W*	120	78	2.0	284	1600	36.74	1	3
23. L14aQ HANNAH ST 2-3 *	120	78	2.0	72	1600	36.74	1	3
27. L17Q VICTORY BLVD EB*	120	78	2.0	338	1600	36.74	1	3
30. L19Q VICTORY BLVD WB*	120	78	2.0	20	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0
7. REC V7	1040.0	4396.0	6.0
8. REC V8	966.0	4116.0	6.0
9. REC V9	888.0	4115.0	6.0
10. REC V10	839.0	4137.0	6.0
11. REC V11	1025.0	4034.0	6.0
12. REC V12	891.0	3999.0	6.0
13. REC V13	956.0	4055.0	6.0
14. REC V14	1133.0	4039.0	6.0
15. REC V15	1217.0	4050.0	6.0
16. REC V16	1337.0	4064.0	6.0

JOB: CO 2015 AM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	.0	.0	.8	.6	.0	.1	.0	.0	.0	.0	1.2	.0	.6	.0	.0	.0
5.	.0	.0	.7	.4	.0	.1	.0	.0	.0	.0	.9	.0	.6	.0	.0	.0
10.	.0	.0	.7	.4	.0	.3	.0	.0	.0	.0	.9	.0	.8	.0	.0	.0
15.	.0	.0	.6	.4	.0	.3	.0	.2	.0	.0	.6	.1	.8	.0	.0	.0
20.	.0	.0	.4	.3	.0	.4	.0	.2	.0	.0	.4	.2	1.0	.0	.0	.0
25.	.0	.0	.3	.2	.0	.4	.0	.3	.0	.0	.2	.3	1.0	.0	.0	.0
30.	.0	.0	.2	.1	.0	.4	.0	.4	.0	.0	.2	.4	1.0	.0	.0	.0
35.	.0	.0	.1	.1	.0	.5	.0	.4	.1	.0	.1	.5	1.1	.0	.0	.0
40.	.0	.0	.1	.1	.0	.5	.0	.4	.2	.0	.1	.5	1.1	.0	.0	.0
45.	.0	.0	.1	.1	.0	.5	.0	.4	.2	.1	.1	.5	1.0	.0	.0	.0

```
  50.  *    .0    .0    .1    .1    .0    .4    .0    .4    .2    .1    .0    .3
1.0    .0    .0    .0
  55.  *    .0    .0    .1    .1    .0    .3    .0    .4    .2    .1    .0    .2
1.0    .0    .0    .0
  60.  *    .0    .0    .1    .0    .0    .3    .0    .4    .2    .1    .0    .4
.9     .0    .0    .0
  65.  *    .0    .0    .1    .0    .0    .3    .0    .4    .3    .1    .0    .3
.9     .0    .0    .0
  70.  *    .0    .0    .0    .0    .0    .3    .0    .4    .3    .1    .0    .3
.8     .0    .0    .0
  75.  *    .0    .0    .0    .0    .0    .3    .0    .4    .3    .1    .0    .3
.8     .0    .0    .0
  80.  *    .0    .0    .0    .0    .0    .3    .0    .4    .4    .2    .0    .3
.6     .0    .0    .0
  85.  *    .0    .0    .0    .0    .0    .3    .2    .4    .4    .2    .0    .3
.5     .0    .0    .0
  90.  *    .0    .0    .0    .0    .0    .3    .2    .4    .3    .2    .0    .3
.5     .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .3    .2    .5    .3    .2    .0    .3
.4     .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .3    .2    .5    .3    .2    .0    .3
.3     .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .3    .3    .5    .3    .3    .0    .2
.3     .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .3    .3    .4    .4    .2    .0    .2
.3     .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .3    .3    .4    .6    .3    .0    .2
.3     .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .3    .3    .4    .7    .7    .0    .2
.3     .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .3    .3    .6    .7    .5    .0    .2
.3     .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .3    .3    .6    .7    .4    .0    .3
.3     .0    .0    .0
 135.  *    .0    .0    .1    .0    .0    .3    .3    .4    .6    .4    .0    .2
.3     .0    .0    .0
 140.  *    .0    .0    .1    .0    .0    .3    .3    .4    .6    .3    .0    .2
.3     .0    .0    .0
 145.  *    .0    .0    .1    .1    .0    .5    .3    .5    .5    .2    .0    .3
.4     .0    .0    .0
 150.  *    .0    .0    .1    .1    .0    .5    .5    .5    .5    .2    .0    .3
.4     .0    .0    .0
 155.  *    .0    .0    .1    .1    .0    .6    .5    .6    .5    .2    .0    .3
.5     .0    .0    .0
 160.  *    .0    .0    .1    .1    .0    .7    .5    .7    .3    .1    .1    .2
.4     .0    .0    .0
 165.  *    .0    .0    .1    .1    .0    .7    .5    .8    .2    .1    .1    .0
.3     .0    .0    .0
 170.  *    .0    .0    .2    .2    .1    .7    .6    .7    .2    .2    .2    .0
.5     .0    .0    .0
 175.  *    .0    .0    .2    .2    .1    .8    .6    .7    .2    .2    .2    .0
.5     .0    .0    .0
 180.  *    .0    .0    .7    .3    .2    .7    .6    .6    .2    .2    .3    .0
.2     .0    .0    .0
 185.  *    .0    .0    .6    .5    .3    .9    .6    .5    .2    .2    .4    .0
.1     .0    .0    .0
 190.  *    .0    .0    .8    .8    .5    .5    .5    .5    .2    .2    .7    .0
.0     .0    .0    .0
 195.  *    .0    .0    .8    .9    .7    .3    .3    .5    .2    .2    .8    .0
.0     .0    .0    .0
 200.  *    .0    .0    .9    .8    .6    .1    .1    .5    .2    .2    .9    .0
.0     .1    .0    .0
 205.  *    .0    .0   1.0    .9    .7    .1    .1    .5    .2    .2    .8    .0
```

.0 .1 .0 .0

JOB: CO 2015 AM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16
210.	*	.0	.0	.9	.9	.6	.1	.1	.4	.0	.2	.8	.0	.0	.1	.0	.0
215.	*	.0	.0	1.1	.8	.4	.0	.0	.4	.0	.2	.8	.0	.0	.1	.0	.0
220.	*	.0	.0	1.0	.5	.4	.0	.0	.4	.0	.2	.7	.0	.0	.1	.1	.0
225.	*	.0	.0	.8	.5	.4	.0	.0	.4	.0	.2	.7	.0	.0	.0	.1	.0
230.	*	.0	.0	.9	.4	.3	.0	.0	.4	.1	.2	.7	.0	.0	.1	.0	.0
235.	*	.0	.1	.9	.4	.3	.0	.0	.3	.2	.2	.7	.0	.0	.1	.0	.0
240.	*	.0	.1	.9	.4	.3	.0	.0	.3	.2	.2	.7	.0	.0	.1	.0	.0
245.	*	.0	.1	.8	.4	.3	.0	.0	.2	.2	.2	.6	.0	.0	.1	.1	.0
250.	*	.0	.0	.7	.4	.2	.0	.0	.1	.2	.2	.6	.0	.0	.2	.1	.0
255.	*	.0	.1	.7	.4	.2	.0	.0	.1	.2	.2	.5	.0	.0	.2	.1	.0
260.	*	.0	.1	.5	.3	.2	.0	.0	.1	.2	.2	.5	.0	.0	.2	.1	.0
265.	*	.1	.1	.5	.3	.0	.0	.0	.1	.2	.2	.5	.0	.1	.2	.2	.0
270.	*	.1	.1	.5	.3	.0	.0	.0	.2	.2	.2	.5	.0	.1	.3	.2	.0
275.	*	.1	.1	.5	.3	.0	.0	.0	.2	.2	.2	.5	.0	.2	.3	.1	.0
280.	*	.1	.1	.5	.3	.0	.0	.0	.1	.2	.2	.6	.0	.2	.3	.1	.0
285.	*	.1	.1	.5	.3	.0	.0	.0	.0	.1	.1	.8	.0	.4	.2	.1	.1
290.	*	.1	.1	.5	.3	.0	.0	.0	.0	.1	.1	.8	.0	.6	.2	.1	.1
295.	*	.1	.1	.5	.3	.0	.0	.0	.0	.1	.1	.9	.0	.6	.2	.1	.1
300.	*	.1	.1	.5	.3	.0	.0	.0	.0	.1	.0	.9	.0	.6	.2	.1	.1
305.	*	.1	.1	.5	.4	.0	.0	.0	.0	.0	.0	.9	.0	.5	.2	.1	.1
310.	*	.0	.1	.5	.4	.0	.0	.0	.0	.0	.0	.8	.0	.7	.3	.1	.1
315.	*	.0	.1	.6	.4	.0	.0	.0	.0	.0	.0	.8	.1	.7	.3	.1	.1
320.	*	.0	.1	.6	.4	.0	.0	.0	.0	.0	.0	.7	.1	.7	.3	.1	.0
325.	*	.0	.1	.6	.4	.0	.0	.0	.0	.0	.0	.7	.0	.7	.2	.1	.0
330.	*	.0	.0	.7	.4	.0	.0	.0	.0	.0	.0	.7	.0	.7	.2	.1	.0

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 335.  *    .0    .0    .8    .5    .0    .0    .0    .0    .0    .0    .9    .0
.6    .2    .1    .0
 340.  *    .0    .0    .8    .5    .0    .0    .0    .0    .0    .0    .9    .0
.6    .2    .0    .0
 345.  *    .0    .0    .7    .5    .0    .0    .0    .0    .0    .0   1.1    .0
.6    .1    .0    .0
 350.  *    .0    .0    .8    .5    .0    .0    .0    .0    .0    .0    .9    .0
.6    .1    .0    .0
 355.  *    .0    .0    .8    .6    .0    .0    .0    .0    .0    .0   1.1    .0
.6    .1    .0    .0
 360.  *    .0    .0    .8    .6    .0    .1    .0    .0    .0    .0   1.2    .0
.6    .0    .0    .0

------*-------------------------------------------------------------------------------
-------------------
 MAX   *    .1    .1   1.1    .9    .7    .9    .6    .8    .7    .7   1.2    .5
1.1    .3    .2    .1
 DEGR. *  265   235   215   195   195   185   170   165   120   120     0    35
35   270   265   285

 THE HIGHEST CONCENTRATION OF    1.20 PPM OCCURRED AT RECEPTOR REC11.
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                                        Sta_Vic
'CO 2015 AM Build Alt-A Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1      '       1328    4151    6
'REC    V2      '       1235    4141    6
'REC    V3      '       1041    4131    6
'REC    V4      '       1069    4277    6
'REC    V5      '       1094    4402    6
'REC    V6      '       1008    4231    6
'REC    V7      '       1040    4396    6
'REC    V8      '       966     4116    6
'REC    V9      '       888     4115    6
'REC    V10     '       839     4137    6
'REC    V11     '       1025    4034    6
'REC    V12     '       891     3999    6
'REC    V13     '       956     4055    6
'REC    V14     '       1133    4039    6
'REC    V15     '       1217    4050    6
'REC    V16     '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 661. 3.65 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 661. 3.65 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 781. 3.76 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 781 36.74 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 947. 6.85 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 951. 6.85 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 951 36.74 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 1116. 6.85 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1027. 3.72 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1027 36.74 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 883. 3.72 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1138. 3.72 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1138 36.74 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 728. 3.32 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 744. 3.40 0. 40.
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1
'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 744. 3.40 0. 40.
1
'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 284. 6.85 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 284 36.74 1600 1 3
1
'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 160. 6.85 0. 32.
1
'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 160. 6.85 0. 32.
1
'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 72. 6.85 0. 32.
1
'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 72. 6.85 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 72 36.74 1600 1 3
1
'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 440. 6.85 0. 32.
1
'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 338. 6.85 0. 40.
1
'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 338. 6.85 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 338 36.74 1600 1 3
1
'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 27. 6.85 0. 40.
1
'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 20. 6.85 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 20 36.74 1600 1 3
1
'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 310. 6.85 0. 40.
1
'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 310. 6.85 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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□                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                          PAGE  1

      JOB: CO 2005 AM Existing Stapleton                          RUN: Greenfield Ave
& Bay ST Intersection

      DATE : 12/29/ 5
      TIME : 16:10:45

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S        VD =    .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)      ATIM =  60. MINUTES      MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *          LINK COORDINATES (FT)           *    LENGTH
BRG TYPE   VPH     EF       H   W    V/C QUEUE
                                *   X1         Y1         X2         Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
      1. L1 EDGEWATER ST NB 1*   2485.0     342.0    2312.0     439.0 *     198.
299. AG    229.  13.8    .0 32.0
      2. L2 EDGEWATER ST NB 2*   2312.0     439.0    2073.0     653.0 *     321.
312. AG    229.  13.8    .0 32.0
      3. L3 EDGEWATER ST NB 3*   2073.0     653.0    1747.0     962.0 *     449.
313. AG    229.  13.8    .0 32.0
      4. L3Q EDGEWATER ST NB *   1747.0     962.0    1759.7     950.0 *      17.
133. AG    216. 100.0    .0 30.0  .08    .9
      5. L3a EDGEWATER ST NB *   1747.0     962.0    1613.0    1141.0 *     224.
323. AG     35.  13.8    .0 32.0
      6. L4a EDGEWATER ST SB *   2064.0     647.0    1592.0    1130.0 *     675.
316. AG    185.  13.8    .0 32.0
      7. L4Q EDGEWATER ST SB *   1592.0    1130.0    1610.2    1111.4 *      26.
136. AG    401. 100.0    .0 30.0  .12   1.3
      8. L4 EDGEWATER ST SB 4*   1735.0     949.0    2064.0     647.0 *     447.
133. AG    185.  13.8    .0 32.0
      9. L5 EDGEWATER ST SB 5*   2064.0     647.0    2306.0     432.0 *     324.
132. AG    185.  13.8    .0 32.0
     10. L6 EDGEWATER ST SB 6*   2306.0     432.0    2503.0     310.0 *     232.
122. AG    185.  13.8    .0 32.0
     11. L7 BAY ST NB 1-2    *   2252.0      18.0    1867.0     710.0 *     792.
331. AG    590.   6.9    .0 32.0
     12. L8 BAY ST NB 2-4T   *   1867.0     710.0    1682.0     992.0 *     337.
327. AG    549.  17.5    .0 32.0
     13. L8Q BAY ST NB 3-2   *   1720.0     939.0    1742.7     903.6 *      42.
147. AG    216. 100.0    .0 30.0  .19   2.1
     14. L9 BAY ST NB 4T-5   *   1682.0     992.0    1484.0    1339.0 *     400.
330. AG    522.   7.8    .0 32.0
     15. L9Q BAY ST NB 5-4T  *   1484.0    1339.0    1503.8    1304.3 *      40.
150. AG    216. 100.0    .0 30.0  .18   2.0
     16. L10 BAY ST NB 5-6   *   1484.0    1339.0    1264.0    1654.0 *     384.
325. AG    439.   6.7    .0 32.0
     17. L11 BAY ST NB 6-7   *   1264.0    1654.0    1049.0    2127.0 *     520.
336. AG    439.   7.4    .0 32.0
     18. L12 BAY ST SB 1-2   *   1030.0    2123.0    1244.0    1644.0 *     525.
156. AG    549.   7.3    .0 32.0
     19. L13 BAY ST SB 2-3   *   1244.0    1644.0    1445.0    1358.0 *     350.
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```
145. AG    542.  10.6    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1421.2    1391.8 *      41.
325. AG    216. 100.0    .0 30.0  .18   2.1
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    403.  13.8    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1646.2     991.0 *      31.
331. AG    216. 100.0    .0 30.0  .14   1.6
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    561.   6.7    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    561.   6.7    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    137.  13.8    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    132.   7.8    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1443.5    1311.5 *      19.
236. AG    401. 100.0    .0 30.0  .09   1.0
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    370.   7.8    .0 32.0
```

PAGE 2

JOB: CO 2005 AM Existing Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 12/29/ 5
TIME : 16:10:45

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
4. L3Q EDGEWATER ST NB	120	42	2.0	229	1600	76.63	1	3
7. L4Q EDGEWATER ST SB	120	78	2.0	185	1600	76.63	1	3
13. L8Q BAY ST NB 3-2	120	42	2.0	549	1600	76.63	1	3
15. L9Q BAY ST NB 5-4T	120	42	2.0	522	1600	76.63	1	3
20. L13Q BAY ST SB 3-2	120	42	2.0	542	1600	76.63	1	3
22. L14Q BAY ST SB 1T-3	120	42	2.0	403	1600	76.63	1	3
27. L19Q VANDERBILT AVE	120	78	2.0	132	1600	76.63	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC G1	1570.0	1110.0	6.0
2. REC G2	1624.0	966.0	6.0
3. REC G3	1463.0	787.0	6.0
4. REC G4	1175.0	485.0	6.0
5. REC G5	1199.0	437.0	6.0

6.	REC	G6	*	1478.0	738.0	6.0 *
7.	REC	G7	*	1665.0	932.0	6.0 *
8.	REC	G8	*	1728.0	842.0	6.0 *
9.	REC	G9	*	1814.0	728.0	6.0 *
10.	REC	G10	*	1946.0	606.0	6.0 *
11.	REC	G11	*	1889.0	716.0	6.0 *
12.	REC	G12	*	1931.0	760.0	6.0 *
13.	REC	G13	*	2036.0	658.0	6.0 *
14.	REC	G14	*	2065.0	687.0	6.0 *
15.	REC	G15	*	1922.0	819.0	6.0 *
16.	REC	G16	*	1744.0	925.0	6.0 *
17.	REC	G17	*	1814.0	841.0	6.0 *
18.	REC	G18	*	1717.0	1010.0	6.0 *
19.	REC	G19	*	1691.0	1039.0	6.0 *
20.	REC	G20	*	1577.0	1215.0	6.0 *

JOB: CO 2005 AM Existing Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	.4	.4	.0	.0	.1	.1	.6	.8	.5	.0	.3	.3	.3	.0	.0	.6	.3	.0	.0	.0
5.	*	.4	.4	.0	.0	.1	.1	.6	.9	.5	.0	.1	.3	.3	.0	.0	.7	.3	.0	.0	.0
10.	*	.3	.3	.1	.0	.1	.2	.6	.9	.5	.0	.1	.3	.3	.0	.0	.8	.3	.0	.0	.0
15.	*	.3	.3	.1	.0	.1	.2	.4	.6	.5	.0	.1	.3	.3	.0	.0	.8	.3	.0	.0	.0
20.	*	.3	.4	.1	.0	.1	.1	.4	.5	.4	.0	.1	.3	.3	.0	.0	.8	.3	.0	.0	.0
25.	*	.4	.4	.1	.0	.1	.1	.3	.4	.4	.0	.1	.3	.3	.0	.0	.8	.3	.0	.0	.0
30.	*	.4	.4	.0	.0	.1	.1	.3	.3	.4	.0	.1	.3	.3	.0	.0	.7	.3	.0	.0	.0
35.	*	.5	.5	.1	.0	.1	.1	.3	.3	.4	.0	.1	.3	.3	.0	.0	.5	.3	.0	.0	.0
40.	*	.6	.6	.1	.1	.1	.0	.3	.3	.3	.0	.1	.3	.3	.0	.0	.5	.3	.0	.0	.0
45.	*	.8	.5	.1	.1	.1	.1	.3	.3	.3	.0	.1	.3	.3	.0	.0	.4	.3	.0	.0	.0
50.	*	.9	.6	.1	.1	.0	.1	.3	.3	.3	.0	.1	.3	.3	.0	.0	.4	.3	.0	.0	.0
55.	*	1.0	.7	.2	.1	.0	.2	.3	.3	.3	.0	.1	.3	.3	.0	.0	.3	.3	.0	.0	.0
60.	*	1.2	.8	.3	.1	.0	.1	.4	.3	.3	.0	.1	.3	.3	.0	.0	.3	.3	.0	.0	.0

```
  65.  *   1.3    .7    .3    .1    .0    .1    .4    .3    .3    .0    .1    .3
.3    .0    .0    .3    .3    .0    .0    .0
  70.  *   1.3    .7    .2    .1    .0    .1    .5    .3    .3    .0    .1    .3
.3    .0    .0    .3    .3    .0    .0    .0
  75.  *   1.3    .7    .2    .1    .0    .1    .5    .3    .4    .0    .1    .3
.3    .0    .0    .3    .3    .0    .0    .0
  80.  *   1.2    .8    .2    .1    .0    .1    .6    .4    .5    .0    .1    .3
.3    .0    .0    .3    .3    .0    .0    .0
  85.  *   1.1    .8    .2    .1    .0    .1    .8    .4    .5    .0    .2    .3
.3    .0    .0    .3    .3    .0    .0    .0
  90.  *   1.0    .8    .2    .1    .0    .1    .8    .4    .5    .0    .2    .3
.3    .0    .0    .4    .3    .0    .0    .0
  95.  *    .9    .9    .2    .1    .0    .0    .9    .5    .4    .0    .2    .3
.4    .0    .0    .3    .3    .0    .0    .0
 100.  *    .8    .8    .1    .1    .0    .0   1.0    .7    .4    .1    .2    .3
.4    .0    .0    .4    .3    .0    .0    .0
 105.  *    .7    .9    .1    .1    .0    .0   1.1    .7    .3    .0    .0    .4
.5    .0    .0    .4    .3    .1    .0    .0
 110.  *    .6    .9    .1    .1    .0    .0   1.1    .7    .4    .0    .0    .5
.5    .0    .0    .5    .3    .1    .1    .0
 115.  *    .6   1.0    .1    .1    .0    .0   1.0    .5    .4    .0    .1    .6
.4    .0    .0    .6    .3    .1    .1    .0
 120.  *    .5    .8    .1    .1    .0    .0    .8    .5    .4    .0    .0    .6
.5    .0    .0    .7    .3    .1    .1    .0
 125.  *    .6    .7    .1    .1    .0    .0    .8    .5    .4    .0    .0    .7
.5    .1    .1    .6    .3    .4    .2    .0
 130.  *    .8    .6    .1    .1    .0    .0    .6    .4    .3    .0    .0    .6
.4    .1    .2    .7    .3    .4    .4    .0
 135.  *   1.1    .5    .1    .1    .0    .0    .5    .6    .5    .0    .0    .4
.4    .2    .4    .8    .1    .5    .5    .0
 140.  *   1.1    .5    .1    .1    .0    .0    .7    .5    .5    .1    .1    .4
.3    .3    .4    .8    .0    .8    .7    .3
 145.  *    .9    .5    .1    .1    .0    .0    .5    .4    .5    .1    .1    .2
.2    .3    .5   1.2    .2    .7    .8    .4
 150.  *    .7    .2    .1    .1    .0    .0    .4    .3    .4    .3    .3    .1
.0    .3    .5   1.4    .4   1.1   1.1    .5
 155.  *    .6    .1    .1    .1    .0    .0    .1    .2    .3    .4    .3    .2
.0    .3    .5   1.4    .4   1.1   1.1    .7
 160.  *    .4    .1    .1    .1    .0    .0    .1    .0    .1    .4    .4    .3
.0    .3    .5   1.3    .5   1.0    .9    .9
 165.  *    .2    .1    .1    .1    .0    .0    .0    .0    .1    .4    .4    .2
.1    .3    .6   1.3    .6    .9    .8    .8
 170.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .4    .3    .2
.2    .4    .5   1.2    .6    .8    .6    .7
 175.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.2    .3    .5   1.1    .6    .8    .6    .6
 180.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.2    .2    .5   1.2    .5    .7    .5    .6
 185.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.2    .3    .5   1.2    .5    .7    .5    .5
 190.  *    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.2    .4    .5   1.1    .4    .6    .5    .3
 195.  *    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.2    .4    .5   1.2    .4    .6    .5    .3
 200.  *    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .2    .2
.1    .3    .4   1.2    .4    .5    .6    .3
 205.  *    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .2    .2
.1    .3    .5   1.2    .4    .5    .5    .2
```

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 WIND   * CONCENTRATION
 ANGLE  *      (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .1    .2    .0    .0    .0    .0    .0    .0    .2    .2    .2
.1    .3    .4   1.1    .4    .4    .7    .2
 215.  *    .0    .2    .2    .0    .0    .0    .0    .0    .0    .2    .2    .2
.1    .3    .4   1.1    .4    .4    .7    .2
 220.  *    .0    .1    .2    .0    .0    .0    .0    .0    .0    .2    .2    .2
.1    .3    .4   1.1    .4    .6    .6    .2
 225.  *    .0    .1    .1    .0    .0    .1    .1    .0    .0    .2    .2    .1
.1    .3    .4   1.1    .4    .5    .6    .2
 230.  *    .0    .1    .1    .0    .0    .1    .1    .0    .0    .2    .2    .2
.1    .3    .4   1.1    .4    .6    .4    .2
 235.  *    .0    .0    .1    .0    .0    .1    .1    .0    .0    .2    .2    .2
.1    .3    .4   1.1    .4    .7    .4    .2
 240.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .2    .1
.1    .3    .4   1.1    .4    .6    .3    .2
 245.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .3    .1
.1    .3    .4   1.1    .4    .7    .3    .2
 250.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .3    .2
.1    .3    .4   1.1    .4    .6    .3    .2
 255.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .4    .2
.1    .3    .4   1.2    .4    .5    .3    .2
 260.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .3    .2
.1    .3    .4   1.2    .4    .4    .3    .2
 265.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .3    .2
.1    .3    .5   1.2    .4    .4    .3    .2
 270.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .4    .3
.1    .3    .5   1.3    .4    .3    .3    .2
 275.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .4    .3
.1    .4    .5   1.3    .4    .3    .3    .2
 280.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .4    .3
.0    .4    .7   1.3    .4    .3    .3    .3
 285.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .5    .4
.1    .5    .7   1.4    .4    .3    .3    .3
 290.  *    .0    .0    .0    .0    .0    .1    .0    .0    .0    .3    .5    .4
.1    .5    .7   1.5    .5    .3    .3    .3
 295.  *    .1    .0    .0    .0    .0    .1    .0    .0    .0    .3    .5    .4
.2    .5    .8   1.6    .6    .4    .5    .4
 300.  *    .1    .0    .0    .0    .1    .1    .0    .0    .0    .3    .5    .4
.3    .5    .7   1.5    .6    .5    .6    .5
 305.  *    .1    .0    .0    .0    .1    .1    .0    .0    .0    .3    .6    .7
.6    .5    .8   1.5    .7    .5    .7    .6
 310.  *    .1    .0    .0    .0    .1    .1    .0    .0    .1    .4    .7    .8
.6    .5    .7   1.5    .9    .6    .7    .7
 315.  *    .2    .0    .0    .0    .1    .1    .2    .1    .1    .6    .9    .8
.6    .3    .3   1.7    .9    .6    .7    .7
 320.  *    .3    .0    .0    .0    .1    .1    .3    .3    .4    .6    .8    .8
.7    .2    .2   1.7    .9    .5    .7    .9
 325.  *    .6    .1    .0    .0    .1    .1    .5    .3    .4    .5    .6    .6
.6    .0    .2   1.4    .8    .5    .4    .8
 330.  *    .7    .1    .0    .0    .1    .1    .9    .7    .8    .3    .5    .6
.6    .0    .0   1.3    .8    .2    .3    .4
 335.  *   1.0    .2    .0    .0    .1    .1    .9    .7    .9    .2    .4    .6
.6    .0    .0    .9    .5    .1    .2    .2
 340.  *    .7    .4    .0    .0    .1    .1   1.0    .9    .8    .2    .4    .5
.5    .0    .0    .7    .4    .1    .1    .0
 345.  *    .6    .4    .0    .0    .1    .1   1.0    .7    .7    .0    .3    .3
.3    .0    .0    .6    .3    .1    .0    .0
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 350.  *    .5    .5    .0    .0    .1    .1    .9    .6    .6    .0    .3    .3
.3    .0    .0    .7    .3    .0    .0    .0
 355.  *    .4    .4    .0    .0    .1    .1    .8    .8    .5    .0    .3    .3
.3    .0    .0    .6    .3    .0    .0    .0
 360.  *    .4    .4    .0    .0    .1    .1    .6    .8    .5    .0    .3    .3
.3    .0    .0    .6    .3    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *   1.3   1.0    .3    .1    .1    .2   1.1    .9    .9    .6    .9    .8
.7    .5    .8   1.7    .9   1.1   1.1    .9
 DEGR. *   65   115    60    40     0    10   105     5   335   315   315   310
320   285   305   320   310   150   150   320
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THE HIGHEST CONCENTRATION OF 1.70 PPM OCCURRED AT RECEPTOR REC16.

```
                                                Sta_Gre
'CO 2005 AM Existing Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1        '       1570    1110    6
'REC    G2        '       1624    966     6
'REC    G3        '       1463    787     6
'REC    G4        '       1175    485     6
'REC    G5        '       1199    437     6
'REC    G6        '       1478    738     6
'REC    G7        '       1665    932     6
'REC    G8        '       1728    842     6
'REC    G9        '       1814    728     6
'REC    G10       '       1946    606     6
'REC    G11       '       1889    716     6
'REC    G12       '       1931    760     6
'REC    G13       '       2036    658     6
'REC    G14       '       2065    687     6
'REC    G15       '       1922    819     6
'REC    G16       '       1744    925     6
'REC    G17       '       1814    841     6
'REC    G18       '       1717    1010    6
'REC    G19       '       1691    1039    6
'REC    G20       '       1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 229. 13.81 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 229. 13.81 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 229. 13.81 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 229 76.63 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 35. 13.81 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 185. 13.81 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 185 76.63 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 185. 13.81 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 185. 13.81 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 185. 13.81 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 590. 6.87 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 549. 17.53 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 549 76.63 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 522. 7.85 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 522 76.63 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 439. 6.70 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 439. 7.42 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 549. 7.34 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 542. 10.57 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 542 76.63 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 403. 13.81 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 403 76.63 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 561. 6.68 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 561. 6.68 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 137. 13.81 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 132. 7.85 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 132 76.63 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 370. 7.85 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2005 AM Existing Stapleton RUN: Hanna & Bay ST Intersection

DATE : 12/29/ 5
TIME : 16: 3:58

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	440.	7.1	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	440.	7.1	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	553.	7.3	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1075.8	3683.2	*	63.	164.	AG	144.	100.0	.0	20.0	.28	3.2
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	731.	7.0	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	739.	7.0	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	1000.8	3993.5	*	85.	193.	AG	144.	100.0	.0	20.0	.37	4.3
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	910.	7.0	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	789.	7.4	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1019.9	4169.4	*	90.	9.	AG	144.	100.0	.0	20.0	.40	4.6
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	668.	7.4	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	867.	7.4	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	977.0	3841.5	*	99.	337.	AG	144.	100.0	.0	20.0	.44	5.1
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	597.	6.7	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	607.	6.7	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	607.	6.7	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	195.	7.0	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1113.1	3786.5	*	83.	70.	AG	134.	100.0	.0	12.0	.39	4.2
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    145.   7.0    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    145.   7.0    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     65.   7.0    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     65.   7.0    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1009.8    3739.0 *      28.
251. AG    134. 100.0    .0 12.0  .13   1.4
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    287.   7.0    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    304.   7.0    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    304.   7.0    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     923.6    4075.0 *      65.
276. AG    267. 100.0    .0 20.0  .30   3.3
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG     25.   7.0    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     18.   7.0    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1043.8    4091.5 *       4.
82. AG    267. 100.0    .0 20.0  .02    .2
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    247.   7.0    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    247.   7.0    .0 40.0
```


JOB: CO 2005 AM Existing Stapleton RUN: Hanna & Bay ST Intersection

DATE : 12/29/ 5
TIME : 16: 3:58

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
4. L3Q BAY ST NB UP 3-4*	120	42	2.0	553	1600	76.63	1	3
7. L5Q BAY ST NB UP 5-6*	120	42	2.0	739	1600	76.63	1	3
10. L7Q BAY ST SB UP 1-2*	120	42	2.0	789	1600	76.63	1	3
13. L9Q BAY ST SB UP 3-4*	120	42	2.0	867	1600	76.63	1	3
18. L13Q HANNAH ST 1-2 W*	120	78	2.0	195	1600	76.63	1	3
23. L14aQ HANNAH ST 2-3 *	120	78	2.0	65	1600	76.63	1	3
27. L17Q VICTORY BLVD EB*	120	78	2.0	304	1600	76.63	1	3
30. L19Q VICTORY BLVD WB*	120	78	2.0	18	1600	76.63	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC H1	1133.0	3803.0	6.0
2. REC H2	1059.0	3786.0	6.0
3. REC H3	1023.0	3868.0	6.0
4. REC H4	926.0	3899.0	6.0
5. REC H5	978.0	3762.0	6.0
6. REC H6	899.0	3738.0	6.0
7. REC H7	857.0	3729.0	6.0
8. REC H8	716.0	3681.0	6.0
9. REC H9	711.0	3624.0	6.0
10. REC H10	788.0	3645.0	6.0
11. REC H11	873.0	3673.0	6.0
12. REC H12	916.0	3685.0	6.0
13. REC H13	1007.0	3720.0	6.0
14. REC H14	1025.0	3634.0	6.0
15. REC H15	955.0	3608.0	6.0
16. REC H16	1135.0	3620.0	6.0
17. REC H17	1099.0	3714.0	6.0
18. REC H18	1085.0	3750.0	6.0
19. REC H19	1148.0	3772.0	6.0

JOB: CO 2005 AM Existing Stapleton Intersection RUN: Hanna & Bay ST

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
0.	.0	.2	.5	.1	1.2	.0	.0	.0	.0	.0	.0	.1	1.6	.6	.2	.0	.2	.5	.0
5.	.0	.1	.5	.2	1.4	.1	.0	.0	.0	.0	.0	.1	1.3	.6	.2	.0	.1	.4	.0
10.	.0	.0	.3	.6	1.2	.2	.1	.0	.0	.0	.1	.4	1.1	.5	.3	.0	.1	.4	.0
15.	.0	.0	.0	.6	1.0	.5	.1	.0	.0	.0	.1	.6	.8	.5	.3	.0	.1	.4	.0
20.	.0	.0	.0	.8	.7	.5	.4	.0	.0	.0	.1	.2	.8	.6	.3	.0	.0	.4	.0
25.	.0	.0	.0	.8	.7	.4	.3	.0	.0	.0	.1	.3	.8	.5	.3	.0	.0	.4	.0
30.	.0	.0	.0	.7	.7	.1	.3	.1	.0	.0	.2	.3	.8	.5	.3	.0	.0	.4	.0
35.	.0	.0	.0	.5	.7	.3	.1	.0	.0	.0	.2	.4	.8	.5	.3	.0	.0	.3	.0
40.	.0	.0	.0	.4	.7	.3	.1	.0	.0	.0	.3	.4							

```
.7    .4    .3    .0    .0    .3    .0
  45.  *    .0    .0    .0    .4    .7    .3    .2    .0    .0    .2    .3    .3
.8    .3    .3    .0    .0    .2    .0
  50.  *    .0    .0    .0    .3    .7    .4    .3    .0    .0    .2    .3    .4
.8    .3    .2    .0    .0    .2    .0
  55.  *    .0    .0    .0    .3    .6    .4    .3    .0    .1    .1    .3    .5
.8    .3    .3    .0    .0    .1    .0
  60.  *    .0    .0    .0    .3    .6    .4    .3    .1    .1    .1    .2    .3
.7    .2    .3    .0    .0    .1    .0
  65.  *    .0    .0    .0    .2    .7    .4    .3    .1    .1    .2    .2    .3
.5    .2    .2    .0    .0    .1    .0
  70.  *    .0    .0    .0    .2    .7    .5    .4    .1    .0    .0    .2    .3
.5    .2    .2    .0    .0    .1    .0
  75.  *    .0    .1    .0    .3    .8    .4    .3    .1    .0    .0    .1    .2
.4    .2    .2    .0    .0    .0    .0
  80.  *    .0    .1    .0    .3    .8    .3    .2    .1    .0    .0    .1    .2
.4    .2    .2    .0    .0    .0    .0
  85.  *    .0    .2    .0    .3    .9    .4    .3    .1    .0    .0    .1    .2
.4    .2    .2    .0    .0    .0    .0
  90.  *    .0    .4    .0    .3    .8    .4    .1    .1    .0    .0    .0    .2
.4    .2    .2    .0    .0    .0    .0
  95.  *    .0    .5    .0    .2   1.0    .1    .1    .1    .0    .0    .0    .1
.4    .2    .2    .0    .0    .0    .0
 100.  *    .0    .6    .0    .3    .8    .2    .1    .1    .0    .0    .0    .2
.4    .2    .2    .0    .0    .0    .0
 105.  *    .0    .6    .0    .3    .9    .2    .0    .1    .0    .0    .1    .2
.4    .2    .2    .0    .0    .0    .0
 110.  *    .0    .6    .0    .3    .9    .3    .1    .0    .0    .0    .0    .2
.5    .2    .2    .0    .0    .0    .0
 115.  *    .0    .6    .0    .3    .8    .2    .1    .0    .0    .0    .1    .2
.5    .2    .2    .0    .0    .0    .0
 120.  *    .0    .6    .0    .4    .8    .2    .1    .0    .0    .0    .1    .2
.4    .3    .2    .0    .0    .0    .0
 125.  *    .0    .5    .0    .6    .6    .2    .1    .0    .0    .0    .0    .2
.4    .3    .1    .0    .0    .0    .0
 130.  *    .0    .5    .1    .6    .4    .2    .0    .0    .0    .0    .0    .1
.4    .3    .1    .0    .0    .0    .0
 135.  *    .0    .5    .1    .8    .4    .1    .0    .0    .0    .0    .0    .1
.3    .3    .0    .0    .0    .0    .0
 140.  *    .0    .5    .2    .9    .3    .1    .0    .0    .0    .0    .0    .0
.3    .3    .0    .0    .0    .0    .0
 145.  *    .0    .6    .2   1.0    .3    .0    .0    .0    .0    .0    .0    .0
.4    .3    .0    .0    .0    .0    .0
 150.  *    .0    .8    .3    .8    .3    .0    .0    .0    .0    .0    .0    .0
.4    .3    .0    .0    .0    .0    .0
 155.  *    .0    .7    .5    .6    .3    .0    .0    .0    .0    .0    .0    .0
.4    .2    .0    .0    .0    .0    .0
 160.  *    .0    .9    .5    .3    .1    .0    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .1    .1    .0
 165.  *    .0   1.1    .7    .2    .1    .0    .0    .0    .0    .0    .0    .0
.2    .1    .0    .0    .1    .1    .0
 170.  *    .0   1.1    .7    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .1    .1    .3    .0
 175.  *    .0   1.3   1.0    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .1    .3    .4    .0
 180.  *    .1   1.3    .7    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .1    .3    .5    .0
 185.  *    .1   1.2    .8    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .3    .5    .1
 190.  *    .2   1.1    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .3    .3    .6    .1
 195.  *    .2   1.0    .6    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .3    .7    .2
```

```
 200.  *    .3   1.0    .7    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .7    .2
 205.  *    .3    .8    .7    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .3    .7    .2
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JOB: CO 2005 AM Existing Stapleton RUN: Hanna & Bay ST Intersection

```
 WIND  * CONCENTRATION
 ANGLE *      (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19

------*-------------------------------------------------------------------------------------------------------------------------------
 210.  *    .5    .7    .7    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .3    .6    .2
 215.  *    .6    .8    .7    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .6    .3
 220.  *    .7    .9    .6    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .6    .3
 225.  *    .6    .8    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .6    .3
 230.  *    .7    .6    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .6    .4
 235.  *   1.0    .7    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .6    .4
 240.  *    .9    .6    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .5    .4
 245.  *   1.0    .5    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .5    .1
 250.  *    .8    .5    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .7    .3
 255.  *    .6    .6    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .7    .4
 260.  *    .5    .6    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .7    .6
 265.  *    .4    .6    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .8    .7
 270.  *    .3    .6    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .7    .7
 275.  *    .3    .7    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .6    .8    .7
 280.  *    .3    .7    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .7    .8    .7
 285.  *    .3    .6    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .8    .9    .7
 290.  *    .2    .7    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .8    .9    .5
 295.  *    .2    .6    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .8   1.0    .5
 300.  *    .1    .6    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2   1.0    .9    .3
 305.  *    .1    .7    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .3    .9    .9    .2
 310.  *    .0    .5    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .4    .8    .9    .1
 315.  *    .0    .5    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .5    .9    .8    .0
 320.  *    .3    .4    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .6    .8    .8    .1
 325.  *    .3    .5    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
```

```
.1    .0    .0    .7    .6    .7    .2
 330.  *    .3    .5    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .0    .0    .7    .4    .8    .2
 335.  *    .3    .5    .4    .0    .1    .0    .0    .0    .0    .0    .0    .0
.5    .2    .0    .4    .4    .8    .2
 340.  *    .4    .6    .5    .0    .1    .0    .0    .0    .0    .0    .0    .0
.6    .2    .0    .3    .5    .9    .2
 345.  *    .2    .5    .5    .0    .3    .0    .0    .0    .0    .0    .0    .0
.9    .4    .0    .1    .3    .7    .2
 350.  *    .2    .7    .6    .0    .5    .0    .0    .0    .0    .0    .0    .0
1.2    .7    .0    .1    .4    .8    .1
 355.  *    .1    .5    .8    .1    .7    .0    .0    .0    .0    .0    .0    .0
1.5    .6    .0    .0    .3    .6    .0
 360.  *    .0    .2    .5    .1   1.2    .0    .0    .0    .0    .0    .0    .1
1.6    .6    .2    .0    .2    .5    .0

------*-------------------------------------------------------------------------------
-------------------------------------
 MAX   *   1.0   1.3   1.0   1.0   1.4    .5    .4    .1    .1    .2    .3    .6
1.6    .7    .3    .7   1.0   1.0    .7
 DEGR. *  235   175   175   145     5    15    20    30    55    45    40    15
0   350    10   325   300   295   265
```

THE HIGHEST CONCENTRATION OF 1.60 PPM OCCURRED AT RECEPTOR REC13.

```
                                                Sta_Han
'CO 2005 AM Existing Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1      '       1133    3803    6
'REC    H2      '       1059    3786    6
'REC    H3      '       1023    3868    6
'REC    H4      '       926     3899    6
'REC    H5      '       978     3762    6
'REC    H6      '       899     3738    6
'REC    H7      '       857     3729    6
'REC    H8      '       716     3681    6
'REC    H9      '       711     3624    6
'REC    H10     '       788     3645    6
'REC    H11     '       873     3673    6
'REC    H12     '       916     3685    6
'REC    H13     '       1007    3720    6
'REC    H14     '       1025    3634    6
'REC    H15     '       955     3608    6
'REC    H16     '       1135    3620    6
'REC    H17     '       1099    3714    6
'REC    H18     '       1085    3750    6
'REC    H19     '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 440. 7.11 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 440. 7.11 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 553. 7.34 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 553 76.63 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 731. 7.01 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 739. 7.01 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 739 76.63 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 910. 7.01 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 789. 7.43 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 789 76.63 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 668. 7.43 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 867. 7.43 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 867 76.63 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 597. 6.74 0. 40.
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```
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 607. 6.73 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 607. 6.73 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 195. 7.01 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 195 76.63 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 145. 7.01 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 145. 7.01 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 65. 7.01 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 65. 7.01 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 65 76.63 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 287. 7.01 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 304. 7.01 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 304. 7.01 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 304 76.63 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 25. 7.01 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 18. 7.01 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 18 76.63 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 247. 7.01 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 247. 7.01 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2005 AM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 12/29/ 5
TIME : 16: 9:34

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	229.	13.8	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	229.	13.8	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	229.	13.8	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1759.7	950.0	*	17.	133.	AG	216.	100.0	.0	30.0	.08	.9
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	35.	13.8	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	185.	13.8	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1610.2	1111.4	*	26.	136.	AG	401.	100.0	.0	30.0	.12	1.3
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	185.	13.8	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	185.	13.8	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	185.	13.8	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	590.	6.9	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	549.	17.5	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1742.7	903.6	*	42.	147.	AG	216.	100.0	.0	30.0	.19	2.1
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	522.	7.8	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1503.8	1304.3	*	40.	150.	AG	216.	100.0	.0	30.0	.18	2.0
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	439.	6.7	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	439.	7.4	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	549.	7.3	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

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145. AG    542.  10.6    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1421.2    1391.8 *      41.
325. AG    216. 100.0    .0 30.0  .18   2.1
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    403.  13.8    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1646.2     991.0 *      31.
331. AG    216. 100.0    .0 30.0  .14   1.6
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    561.   6.7    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    561.   6.7    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    137.  13.8    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    132.   7.8    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1443.5    1311.5 *      19.
236. AG    401. 100.0    .0 30.0  .09   1.0
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    370.   7.8    .0 32.0
```


JOB: CO 2005 AM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 12/29/ 5
TIME : 16: 9:34

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
4. L3Q EDGEWATER ST NB	*	120	42	2.0	229	1600	76.63	1	3
7. L4Q EDGEWATER ST SB	*	120	78	2.0	185	1600	76.63	1	3
13. L8Q BAY ST NB 3-2	*	120	42	2.0	549	1600	76.63	1	3
15. L9Q BAY ST NB 5-4T	*	120	42	2.0	522	1600	76.63	1	3
20. L13Q BAY ST SB 3-2	*	120	42	2.0	542	1600	76.63	1	3
22. L14Q BAY ST SB 1T-3	*	120	42	2.0	403	1600	76.63	1	3
27. L19Q VANDERBILT AVE	*	120	78	2.0	132	1600	76.63	1	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. REC Va1	*	1235.0	1630.0	6.0	*
2. REC Va2	*	1330.0	1496.0	6.0	*
3. REC Va3	*	1429.0	1355.0	6.0	*
4. REC Va4	*	1259.0	1234.0	6.0	*
5. REC Va5	*	1057.0	1096.0	6.0	*

6.	REC	Va6	*	867.0	977.0	6.0	*
7.	REC	Va7	*	904.0	917.0	6.0	*
8.	REC	Va8	*	1093.0	1047.0	6.0	*
9.	REC	Va9	*	1292.0	1184.0	6.0	*
10.	REC	Va10	*	1395.0	1252.0	6.0	*
11.	REC	Va11	*	1463.0	1303.0	6.0	*
12.	REC	Va12	*	1510.0	1239.0	6.0	*
13.	REC	Va13	*	1534.0	1171.0	6.0	*
14.	REC	Va14	*	1579.0	1205.0	6.0	*
15.	REC	Va15	*	1493.0	1344.0	6.0	*
16.	REC	Va16	*	1542.0	1372.0	6.0	*
17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: CO 2005 AM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	*	.4	.4	1.2	.0	.0	.0	.1	.1	.1	.3	1.0	.6	.5	.0	.0	.0	.0	.0	.0	.0
5.	*	.4	.4	1.2	.0	.0	.0	.1	.1	.2	.3	.8	.5	.4	.0	.0	.0	.0	.0	.0	.0
10.	*	.4	.3	1.1	.1	.0	.0	.1	.1	.2	.3	.7	.4	.4	.0	.0	.0	.0	.0	.0	.0
15.	*	.3	.3	1.1	.1	.0	.0	.1	.1	.2	.4	.7	.3	.3	.0	.0	.0	.0	.0	.0	.0
20.	*	.3	.3	1.1	.1	.0	.0	.1	.1	.2	.5	.7	.2	.3	.0	.0	.0	.0	.0	.0	.0
25.	*	.3	.3	1.1	.1	.0	.0	.1	.1	.2	.3	.6	.2	.3	.0	.0	.0	.0	.0	.0	.0
30.	*	.3	.3	1.0	.1	.0	.0	.2	.2	.3	.5	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0
35.	*	.3	.3	1.0	.1	.0	.0	.2	.2	.3	.4	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0
40.	*	.3	.3	1.0	.0	.1	.0	.2	.2	.3	.4	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0
45.	*	.3	.3	1.0	.2	.1	.0	.2	.2	.4	.4	.9	.2	.3	.0	.0	.0	.0	.0	.0	.0
50.	*	.2	.3	1.0	.2	.1	.1	.2	.2	.3	.5	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0
55.	*	.2	.3	1.0	.3	.2	.1	.1	.0	.2	.4	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0
60.	*	.3	.3	1.0	.4	.2	.2	.0	.0	.1	.4	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0

```
  65.  *    .3    .3    .9    .4    .2    .2    .0    .0    .1    .3    .8    .2
.3    .0    .0    .0    .0    .0    .0    .0
  70.  *    .3    .3    .8    .4    .2    .2    .0    .0    .1    .3    .8    .2
.3    .0    .0    .0    .0    .0    .0    .0
  75.  *    .3    .3    .8    .4    .2    .2    .0    .0    .1    .2    .8    .2
.3    .0    .1    .0    .0    .0    .0    .0
  80.  *    .3    .3    .7    .3    .2    .1    .0    .0    .1    .2    .7    .2
.3    .0    .1    .0    .0    .0    .0    .0
  85.  *    .3    .3    .6    .3    .2    .1    .0    .0    .1    .2    .6    .2
.3    .0    .1    .0    .0    .0    .0    .0
  90.  *    .3    .3    .8    .2    .1    .1    .0    .0    .1    .2    .6    .2
.3    .0    .1    .0    .0    .0    .0    .0
  95.  *    .3    .3    .9    .2    .1    .1    .0    .0    .1    .2    .5    .2
.3    .0    .1    .0    .0    .0    .0    .0
 100.  *    .3    .3   1.0    .2    .1    .1    .0    .0    .2    .2    .4    .2
.3    .0    .1    .0    .0    .0    .0    .0
 105.  *    .4    .4   1.0    .2    .1    .1    .0    .0    .2    .2    .4    .2
.4    .0    .1    .0    .0    .0    .0    .0
 110.  *    .4    .4   1.0    .2    .1    .1    .0    .0    .1    .2    .4    .4
.5    .0    .2    .0    .0    .0    .0    .0
 115.  *    .4    .4   1.0    .2    .1    .1    .0    .0    .0    .3    .4    .4
.6    .0    .2    .0    .0    .0    .0    .0
 120.  *    .4    .4   1.2    .2    .1    .1    .0    .0    .1    .3    .4    .4
.8    .0    .2    .0    .0    .0    .0    .0
 125.  *    .5    .6   1.2    .2    .1    .1    .0    .0    .1    .3    .5    .4
.8    .0    .4    .0    .0    .0    .0    .0
 130.  *    .5    .7   1.0    .2    .1    .1    .0    .0    .1    .4    .6    .7
1.0    .0    .4    .0    .0    .0    .0    .0
 135.  *    .5    .9   1.3    .1    .1    .1    .0    .0    .0    .2    .7    .8
1.0    .2    .5    .0    .0    .0    .1    .1
 140.  *    .6   1.0   1.5    .1    .1    .1    .0    .0    .0    .2    .9   1.0
.9    .3    .8    .0    .0    .0    .3    .1
 145.  *    .6    .9   1.5    .1    .1    .1    .0    .0    .0    .1    .8   1.0
.9    .5   1.2    .0    .0    .0    .6    .6
 150.  *    .4    .5   1.4    .1    .1    .1    .0    .0    .0    .0    .8    .8
.7    .6   1.5    .1    .0    .0    .7    .8
 155.  *    .2    .3   1.0    .1    .1    .1    .0    .0    .0    .0    .4    .8
.5    .8   1.7    .1    .1    .1    .8    .8
 160.  *    .1    .1    .8    .1    .1    .1    .0    .0    .0    .0    .3    .4
.3   1.0   1.6    .4    .1    .1    .7    .7
 165.  *    .1    .1    .5    .1    .1    .0    .0    .0    .0    .0    .2    .4
.2   1.0   1.4    .4    .1    .1    .9    .7
 170.  *    .0    .0    .3    .1    .1    .0    .0    .0    .0    .0    .1    .3
.1    .8   1.4    .3    .3    .3    .7    .5
 175.  *    .0    .0    .3    .1    .1    .0    .0    .0    .0    .0    .1    .3
.1    .7   1.3    .3    .3    .2    .9    .4
 180.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .1    .2
.1    .6   1.3    .2    .3    .2    .8    .3
 185.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .1    .2
.0    .5   1.3    .2    .2    .3    .8    .3
 190.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .2
.0    .4   1.2    .2    .2    .3    .9    .3
 195.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3   1.0    .3    .2    .3    .9    .3
 200.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3   1.0    .3    .2    .2    .8    .3
 205.  *    .0    .0    .1    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .3   1.1    .4    .2    .3    .8    .3
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 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .2   1.0    .4    .3    .3    .8    .2
 215.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .2   1.1    .5    .3    .3    .8    .2
 220.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .2   1.1    .6    .4    .3    .7    .2
 225.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .2   1.2    .6    .4    .3    .6    .2
 230.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .2   1.3    .6    .5    .2    .6    .2
 235.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .2    .1
.0    .2   1.2    .8    .5    .3    .4    .2
 240.  *    .0    .0    .1    .2    .1    .0    .0    .0    .2    .2    .3    .1
.0    .2   1.2    .6    .4    .2    .3    .2
 245.  *    .0    .0    .1    .1    .1    .0    .0    .2    .2    .2    .3    .1
.0    .2   1.2    .5    .5    .2    .3    .2
 250.  *    .0    .0    .0    .1    .1    .0    .0    .2    .2    .2    .4    .1
.0    .2    .9    .4    .3    .2    .2    .2
 255.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .4    .2
.0    .2    .8    .4    .1    .1    .2    .2
 260.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .5    .2
.0    .2    .6    .2    .2    .1    .3    .2
 265.  *    .0    .0    .0    .0    .0    .0    .0    .1    .2    .1    .5    .1
.0    .2    .5    .4    .2    .1    .3    .3
 270.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1    .5    .1
.0    .2    .5    .4    .2    .1    .3    .3
 275.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1    .5    .1
.0    .3    .5    .4    .2    .1    .3    .3
 280.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1    .6    .1
.0    .3    .7    .4    .1    .1    .3    .3
 285.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1    .7    .1
.0    .3    .7    .3    .1    .1    .3    .3
 290.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1    .8    .2
.0    .4    .7    .3    .2    .1    .3    .3
 295.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1    .9    .2
.0    .4    .8    .2    .2    .1    .4    .4
 300.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1   1.1    .2
.0    .5    .9    .2    .2    .1    .4    .4
 305.  *    .0    .1    .2    .0    .0    .0    .0    .1    .1    .1   1.2    .3
.1    .5    .7    .2    .1    .0    .4    .4
 310.  *    .0    .1    .3    .0    .0    .0    .0    .1    .1    .1   1.4    .4
.1    .8    .7    .2    .0    .0    .4    .3
 315.  *    .0    .2    .4    .0    .0    .0    .0    .1    .1    .1   1.6    .6
.1    .8    .7    .2    .0    .0    .4    .4
 320.  *    .1    .2    .6    .0    .0    .0    .0    .1    .1    .1   1.8    .8
.3    .9    .6    .0    .0    .0    .3    .5
 325.  *    .1    .4    .8    .0    .0    .0    .0    .1    .1    .1   2.1   1.0
.6    .7    .4    .0    .0    .0    .4    .3
 330.  *    .2    .6   1.1    .0    .0    .0    .0    .1    .1    .1   2.1   1.0
.7    .5    .3    .0    .0    .0    .1    .3
 335.  *    .4    .7   1.2    .0    .0    .0    .1    .1    .1    .1   2.1   1.1
.9    .2    .2    .0    .0    .0    .1    .2
 340.  *    .4    .7   1.2    .0    .0    .0    .1    .1    .1    .2   2.0   1.1
1.0    .2    .1    .0    .0    .0    .0    .0
 345.  *    .4    .6   1.2    .0    .0    .0    .1    .1    .1    .2   1.7    .9
.6    .1    .1    .0    .0    .0    .0    .0
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```
 350.  *    .4    .4   1.2    .0    .0    .0    .1    .1    .1    .2   1.4    .7
.6    .0    .0    .0    .0    .0    .0    .0
 355.  *    .4    .4   1.2    .0    .0    .0    .1    .1    .1    .2   1.3    .7
.5    .0    .0    .0    .0    .0    .0    .0
 360.  *    .4    .4   1.2    .0    .0    .0    .1    .1    .1    .3   1.0    .6
.5    .0    .0    .0    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .6   1.0   1.5    .4    .2    .2    .2    .2    .4    .5   2.1   1.1
1.0   1.0   1.7    .8    .5    .3    .9    .8
 DEGR. *  140   140   145    60    55    60    30    30    45    20   325   335
130   160   155   235   230   170   190   150
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THE HIGHEST CONCENTRATION OF 2.10 PPM OCCURRED AT RECEPTOR REC11.

```
                                                Sta_Van
'CO 2005 AM Existing Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1      '       1235    1630    6
'REC    Va2      '       1330    1496    6
'REC    Va3      '       1429    1355    6
'REC    Va4      '       1259    1234    6
'REC    Va5      '       1057    1096    6
'REC    Va6      '       867     977     6
'REC    Va7      '       904     917     6
'REC    Va8      '       1093    1047    6
'REC    Va9      '       1292    1184    6
'REC    Va10     '       1395    1252    6
'REC    Va11     '       1463    1303    6
'REC    Va12     '       1510    1239    6
'REC    Va13     '       1534    1171    6
'REC    Va14     '       1579    1205    6
'REC    Va15     '       1493    1344    6
'REC    Va16     '       1542    1372    6
'REC    Va17     '       1571    1396    6
'REC    Va18     '       1546    1460    6
'REC    Va19     '       1450    1416    6
'REC    Va20     '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 229. 13.81 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 229. 13.81 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 229. 13.81 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 229 76.63 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 35. 13.81 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 185. 13.81 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 185 76.63 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 185. 13.81 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 185. 13.81 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 185. 13.81 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 590. 6.87 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 549. 17.53 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 549 76.63 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 522. 7.85 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 522 76.63 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 439. 6.70 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 439. 7.42 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 549. 7.34 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 542. 10.57 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 542 76.63 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 403. 13.81 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 403 76.63 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 561. 6.68 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 561. 6.68 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 137. 13.81 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 132. 7.85 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 132 76.63 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 370. 7.85 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: CO 2005 AM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 12/29/ 5
TIME : 16: 3: 7

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	440.	7.1	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	440.	7.1	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	553.	7.3	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1075.8	3683.2	*	63.	164.	AG	144.	100.0	.0	20.0	.28	3.2
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	731.	7.0	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	739.	7.0	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	1000.8	3993.5	*	85.	193.	AG	144.	100.0	.0	20.0	.37	4.3
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	910.	7.0	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	789.	7.4	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1019.9	4169.4	*	90.	9.	AG	144.	100.0	.0	20.0	.40	4.6
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	668.	7.4	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	867.	7.4	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	977.0	3841.5	*	99.	337.	AG	144.	100.0	.0	20.0	.44	5.1
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	597.	6.7	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	607.	6.7	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	607.	6.7	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	195.	7.0	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1113.1	3786.5	*	83.	70.	AG	134.	100.0	.0	12.0	.39	4.2
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

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252. AG    145.   7.0    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    145.   7.0    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     65.   7.0    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     65.   7.0    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1009.8    3739.0 *      28.
251. AG    134. 100.0    .0 12.0  .13   1.4
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    287.   7.0    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    304.   7.0    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    304.   7.0    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     923.6    4075.0 *      65.
276. AG    267. 100.0    .0 20.0  .30   3.3
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG     25.   7.0    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     18.   7.0    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1043.8    4091.5 *       4.
82. AG    267. 100.0    .0 20.0  .02    .2
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    247.   7.0    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    247.   7.0    .0 40.0
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PAGE 2

JOB: CO 2005 AM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 12/29/ 5
TIME : 16: 3: 7

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
4. L3Q BAY ST NB UP 3-4*	120	42	2.0	553	1600	76.63	1	3
7. L5Q BAY ST NB UP 5-6*	120	42	2.0	739	1600	76.63	1	3
10. L7Q BAY ST SB UP 1-2*	120	42	2.0	789	1600	76.63	1	3
13. L9Q BAY ST SB UP 3-4*	120	42	2.0	867	1600	76.63	1	3
18. L13Q HANNAH ST 1-2 W*	120	78	2.0	195	1600	76.63	1	3
23. L14aQ HANNAH ST 2-3 *	120	78	2.0	65	1600	76.63	1	3
27. L17Q VICTORY BLVD EB*	120	78	2.0	304	1600	76.63	1	3
30. L19Q VICTORY BLVD WB*	120	78	2.0	18	1600	76.63	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0
7. REC V7	1040.0	4396.0	6.0
8. REC V8	966.0	4116.0	6.0
9. REC V9	888.0	4115.0	6.0
10. REC V10	839.0	4137.0	6.0
11. REC V11	1025.0	4034.0	6.0
12. REC V12	891.0	3999.0	6.0
13. REC V13	956.0	4055.0	6.0
14. REC V14	1133.0	4039.0	6.0
15. REC V15	1217.0	4050.0	6.0
16. REC V16	1337.0	4064.0	6.0

JOB: CO 2005 AM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	.0	.0	.8	.5	.0	.1	.0	.0	.0	.0	1.5	.0	.9	.0	.0	.0
5.	.0	.0	.7	.5	.0	.2	.0	.0	.0	.0	1.2	.0	.9	.0	.0	.0
10.	.0	.0	.6	.3	.0	.2	.0	.1	.0	.0	1.0	.0	1.0	.0	.0	.0
15.	.0	.0	.5	.3	.0	.4	.0	.2	.0	.0	.7	.1	1.1	.0	.0	.0
20.	.0	.0	.3	.2	.0	.4	.0	.3	.0	.0	.5	.2	1.3	.0	.0	.0
25.	.0	.0	.2	.2	.0	.5	.0	.3	.0	.0	.2	.4	1.5	.0	.0	.0
30.	.0	.0	.2	.1	.0	.5	.0	.4	.1	.0	.1	.6	1.5	.0	.0	.0
35.	.0	.0	.1	.1	.0	.5	.0	.5	.2	.0	.1	.6	1.7	.0	.0	.0
40.	.0	.0	.1	.1	.0	.5	.0	.5	.2	.0	.0	.7	1.7	.0	.0	.0
45.	.0	.0	.1	.1	.0	.5	.0	.6	.2	.1	.0	.6	1.6	.0	.0	.0

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  50.  *    .0    .0    .1    .0    .0    .4    .0    .6    .2    .2    .0    .6
1.5    .0    .0    .0
  55.  *    .0    .0    .1    .0    .0    .4    .0    .7    .2    .2    .0    .6
1.5    .0    .0    .0
  60.  *    .0    .0    .1    .0    .0    .4    .0    .6    .2    .2    .0    .4
1.4    .0    .0    .0
  65.  *    .0    .0    .0    .0    .0    .4    .1    .6    .3    .2    .0    .4
1.4    .0    .0    .0
  70.  *    .0    .0    .0    .0    .0    .4    .1    .6    .3    .2    .0    .4
1.3    .0    .0    .0
  75.  *    .0    .0    .0    .0    .0    .4    .1    .5    .3    .2    .0    .4
1.2    .0    .0    .0
  80.  *    .0    .0    .0    .0    .0    .4    .1    .5    .3    .3    .0    .4
.9     .0    .0    .0
  85.  *    .0    .0    .0    .0    .0    .4    .1    .5    .5    .3    .0    .3
.8     .0    .0    .0
  90.  *    .0    .0    .0    .0    .0    .4    .2    .5    .5    .3    .0    .3
.6     .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .4    .2    .5    .4    .3    .0    .3
.6     .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .4    .2    .6    .5    .4    .0    .2
.4     .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .4    .3    .6    .5    .3    .0    .2
.4     .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .4    .3    .6    .6    .5    .0    .2
.4     .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .4    .4    .6    .9    .5    .0    .2
.4     .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .4    .4    .6   1.0    .4    .0    .2
.4     .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .4    .4    .6   1.0    .6    .0    .2
.4     .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .4    .4    .9   1.0    .7    .0    .2
.4     .0    .0    .0
 135.  *    .0    .0    .0    .0    .0    .4    .4    .7    .9    .5    .0    .2
.4     .0    .0    .0
 140.  *    .0    .0    .1    .0    .0    .4    .4    .8    .8    .3    .0    .5
.4     .0    .0    .0
 145.  *    .0    .0    .1    .0    .0    .4    .4    .6    .6    .2    .0    .4
.3     .0    .0    .0
 150.  *    .0    .0    .1    .0    .0    .5    .5    .7    .6    .1    .0    .3
.3     .0    .0    .0
 155.  *    .0    .0    .1    .1    .0    .6    .5    .8    .7    .3    .0    .3
.5     .0    .0    .0
 160.  *    .0    .0    .1    .1    .0    .6    .5    .9    .6    .2    .0    .2
.4     .0    .0    .0
 165.  *    .0    .0    .2    .1    .0    .7    .6   1.0    .4    .1    .2    .2
.6     .0    .0    .0
 170.  *    .0    .0    .2    .1    .1    .9    .7   1.2    .2    .1    .2    .0
.6     .0    .0    .0
 175.  *    .0    .0    .3    .2    .1   1.0    .7   1.2    .2    .2    .3    .0
.5     .0    .0    .0
 180.  *    .0    .0    .5    .3    .2   1.1    .8   1.0    .2    .2    .4    .0
.3     .0    .0    .0
 185.  *    .0    .0    .8    .7    .4   1.0    .9    .8    .2    .2    .6    .0
.2     .0    .0    .0
 190.  *    .0    .0   1.2    .8    .6    .8    .7    .8    .2    .2    .7    .0
.1     .1    .0    .0
 195.  *    .0    .0   1.1   1.3    .8    .5    .6    .6    .1    .2    .8    .0
.0     .1    .0    .0
 200.  *    .0    .0   1.2   1.2    .8    .3    .3    .6    .1    .2    .8    .0
.0     .1    .0    .0
 205.  *    .0    .0   1.1    .9    .8    .2    .1    .7    .0    .2    .9    .0
```

.0 .2 .0 .0

JOB: CO 2005 AM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16
210.	*	.0	.0	1.2	.8	.6	.1	.1	.7	.0	.2	1.0	.0	.0	.3	.0	.0
215.	*	.0	.0	1.3	.8	.5	.1	.1	.7	.0	.2	1.0	.0	.0	.3	.1	.0
220.	*	.0	.0	1.2	.6	.5	.0	.1	.6	.0	.2	1.1	.0	.0	.1	.1	.0
225.	*	.0	.0	1.4	.5	.4	.0	.0	.5	.0	.2	1.1	.0	.0	.0	.1	.0
230.	*	.0	.0	1.2	.5	.4	.0	.0	.4	.0	.2	1.0	.0	.0	.0	.0	.0
235.	*	.0	.1	1.3	.4	.4	.0	.0	.3	.0	.2	1.0	.0	.0	.1	.0	.0
240.	*	.0	.1	1.2	.4	.3	.0	.0	.3	.2	.2	1.0	.0	.0	.2	.0	.0
245.	*	.0	.2	1.2	.4	.2	.0	.0	.1	.2	.2	.9	.0	.0	.3	.0	.0
250.	*	.1	.2	1.1	.4	.2	.0	.0	.1	.2	.2	.9	.0	.0	.3	.0	.0
255.	*	.1	.3	.9	.4	.2	.0	.0	.1	.2	.2	.9	.0	.0	.3	.2	.0
260.	*	.2	.3	.8	.4	.2	.0	.0	.1	.2	.2	.8	.0	.0	.3	.2	.0
265.	*	.2	.3	.8	.4	.1	.0	.0	.1	.2	.2	.8	.0	.0	.5	.2	.2
270.	*	.1	.3	.8	.4	.0	.0	.0	.1	.2	.2	.8	.0	.1	.5	.2	.1
275.	*	.1	.3	.8	.4	.0	.0	.0	.0	.2	.2	.9	.0	.2	.5	.2	.1
280.	*	.1	.2	.8	.4	.0	.0	.0	.0	.2	.1	1.0	.0	.2	.5	.2	.1
285.	*	.1	.2	.8	.4	.0	.0	.0	.0	.1	.1	1.2	.0	.4	.4	.3	.1
290.	*	.1	.2	.8	.4	.0	.0	.0	.0	.1	.1	1.3	.0	.6	.4	.3	.0
295.	*	.1	.2	.8	.4	.0	.0	.0	.0	.1	.1	1.4	.0	.6	.4	.3	.0
300.	*	.0	.2	.8	.4	.0	.0	.0	.0	.1	.0	1.5	.0	.8	.3	.3	.0
305.	*	.0	.2	.8	.4	.0	.0	.0	.0	.0	.0	1.4	.0	.9	.3	.2	.0
310.	*	.0	.2	.8	.4	.0	.0	.0	.0	.0	.0	1.2	.0	1.0	.3	.2	.0
315.	*	.0	.2	.8	.4	.0	.0	.0	.0	.0	.0	1.1	.0	1.0	.3	.2	.0
320.	*	.0	.1	.7	.4	.0	.0	.0	.0	.0	.0	1.0	.0	1.1	.3	.2	.0
325.	*	.0	.0	.7	.4	.0	.0	.0	.0	.0	.0	1.1	.0	1.1	.2	.2	.0
330.	*	.0	.0	.8	.5	.0	.0	.0	.0	.0	.0	1.2	.0	1.0	.2	.1	.0

```
 335.  *    .0    .0    .7    .5    .0    .0    .0    .0    .0    .0    1.3    .0
1.0    .2    .0    .0
 340.  *    .0    .0    .7    .5    .0    .0    .0    .0    .0    .0    1.4    .0
1.0    .2    .0    .0
 345.  *    .0    .0    .8    .5    .0    .0    .0    .0    .0    .0    1.5    .0
.9     .2    .0    .0
 350.  *    .0    .0    .8    .6    .0    .0    .0    .0    .0    .0    1.6    .0
.9     .1    .0    .0
 355.  *    .0    .0    .8    .5    .0    .1    .0    .0    .0    .0    1.6    .0
.9     .0    .0    .0
 360.  *    .0    .0    .8    .5    .0    .1    .0    .0    .0    .0    1.5    .0
.9     .0    .0    .0

------*-------------------------------------------------------------------------------
------------------
 MAX   *    .2    .3   1.4   1.3    .8   1.1    .9   1.2   1.0    .7   1.6    .7
1.7    .5    .3    .2
 DEGR. *   260   255   225   195   195   180   185   170   120   130   350    40
35    265   285   265
```

THE HIGHEST CONCENTRATION OF 1.70 PPM OCCURRED AT RECEPTOR REC13.

```
                                        Sta_Vic
'CO 2005 AM Existing Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1       '       1328    4151    6
'REC    V2       '       1235    4141    6
'REC    V3       '       1041    4131    6
'REC    V4       '       1069    4277    6
'REC    V5       '       1094    4402    6
'REC    V6       '       1008    4231    6
'REC    V7       '       1040    4396    6
'REC    V8       '       966     4116    6
'REC    V9       '       888     4115    6
'REC    V10      '       839     4137    6
'REC    V11      '       1025    4034    6
'REC    V12      '       891     3999    6
'REC    V13      '       956     4055    6
'REC    V14      '       1133    4039    6
'REC    V15      '       1217    4050    6
'REC    V16      '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 440. 7.11 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 440. 7.11 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 553. 7.34 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 553 76.63 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 731. 7.01 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 739. 7.01 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 739 76.63 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 910. 7.01 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 789. 7.43 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 789 76.63 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 668. 7.43 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 867. 7.43 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 867 76.63 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 597. 6.74 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 607. 6.73 0. 40.
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1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 607. 6.73 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 195. 7.01 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 195 76.63 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 145. 7.01 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 145. 7.01 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 65. 7.01 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 65. 7.01 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 65 76.63 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 287. 7.01 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 304. 7.01 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 304. 7.01 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 304 76.63 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 25. 7.01 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 18. 7.01 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 18 76.63 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 247. 7.01 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 247. 7.01 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 15:57: 6

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	311.	8.4	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	311.	8.4	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	298.	8.4	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1763.5	946.4	*	23.	133.	AG	103.	100.0	.0	30.0	.10	1.2
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	66.	8.4	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	257.	8.4	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1617.3	1104.1	*	36.	136.	AG	192.	100.0	.0	30.0	.17	1.8
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	251.	8.4	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	233.	8.4	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	233.	8.4	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	702.	3.7	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	620.	8.6	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1745.6	899.2	*	47.	147.	AG	103.	100.0	.0	30.0	.21	2.4
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	610.	4.0	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1507.1	1298.5	*	47.	150.	AG	103.	100.0	.0	30.0	.21	2.4
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	510.	3.4	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	510.	3.8	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	694.	3.7	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

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145. AG    694.   5.9    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1414.5    1401.4 *      53.
325. AG    103. 100.0    .0 30.0  .23   2.7
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    539.   8.4    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1641.2    1000.0 *      41.
331. AG    103. 100.0    .0 30.0  .18   2.1
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    610.   3.4    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    532.   3.6    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    141.   8.4    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    167.   4.0    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1439.6    1308.8 *      23.
236. AG    192. 100.0    .0 30.0  .11   1.2
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    422.   4.0    .0 32.0
```


JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 15:57: 6

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
4. L3Q EDGEWATER ST NB	*	120	42	2.0	298	1600	36.74	1	3
7. L4Q EDGEWATER ST SB	*	120	78	2.0	257	1600	36.74	1	3
13. L8Q BAY ST NB 3-2	*	120	42	2.0	620	1600	36.74	1	3
15. L9Q BAY ST NB 5-4T	*	120	42	2.0	610	1600	36.74	1	3
20. L13Q BAY ST SB 3-2	*	120	42	2.0	694	1600	36.74	1	3
22. L14Q BAY ST SB 1T-3	*	120	42	2.0	539	1600	36.74	1	3
27. L19Q VANDERBILT AVE	*	120	78	2.0	167	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. REC G1	*	1570.0	1110.0	6.0	*
2. REC G2	*	1624.0	966.0	6.0	*
3. REC G3	*	1463.0	787.0	6.0	*
4. REC G4	*	1175.0	485.0	6.0	*
5. REC G5	*	1199.0	437.0	6.0	*

6.	REC	G6	*	1478.0	738.0	6.0 *
7.	REC	G7	*	1665.0	932.0	6.0 *
8.	REC	G8	*	1728.0	842.0	6.0 *
9.	REC	G9	*	1814.0	728.0	6.0 *
10.	REC	G10	*	1946.0	606.0	6.0 *
11.	REC	G11	*	1889.0	716.0	6.0 *
12.	REC	G12	*	1931.0	760.0	6.0 *
13.	REC	G13	*	2036.0	658.0	6.0 *
14.	REC	G14	*	2065.0	687.0	6.0 *
15.	REC	G15	*	1922.0	819.0	6.0 *
16.	REC	G16	*	1744.0	925.0	6.0 *
17.	REC	G17	*	1814.0	841.0	6.0 *
18.	REC	G18	*	1717.0	1010.0	6.0 *
19.	REC	G19	*	1691.0	1039.0	6.0 *
20.	REC	G20	*	1577.0	1215.0	6.0 *

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	.4	.4	.0	.0	.0	.0	.5	.4	.3	.0	.0	.3	.3	.0	.0	.4	.3	.0	.0	.0
5.	*	.3	.4	.0	.0	.0	.0	.4	.4	.3	.0	.0	.3	.3	.0	.0	.4	.3	.0	.0	.0
10.	*	.3	.4	.0	.0	.0	.0	.2	.5	.3	.0	.0	.3	.3	.0	.0	.5	.3	.0	.0	.0
15.	*	.3	.3	.0	.0	.0	.0	.3	.4	.3	.0	.0	.3	.3	.0	.0	.5	.3	.0	.0	.0
20.	*	.3	.3	.0	.0	.1	.0	.2	.3	.3	.0	.0	.3	.3	.0	.0	.5	.3	.0	.0	.0
25.	*	.3	.2	.0	.0	.1	.1	.2	.3	.3	.0	.0	.3	.3	.0	.0	.5	.3	.0	.0	.0
30.	*	.3	.3	.0	.0	.1	.0	.2	.2	.2	.0	.0	.3	.3	.0	.0	.5	.3	.0	.0	.0
35.	*	.3	.3	.0	.0	.1	.0	.2	.2	.2	.0	.0	.3	.3	.0	.0	.5	.2	.0	.0	.0
40.	*	.3	.3	.1	.0	.0	.0	.2	.2	.2	.0	.0	.3	.3	.0	.0	.5	.2	.0	.0	.0
45.	*	.4	.4	.1	.1	.0	.0	.2	.2	.2	.0	.0	.3	.3	.0	.0	.4	.2	.0	.0	.0
50.	*	.5	.4	.1	.1	.0	.0	.2	.2	.2	.0	.0	.3	.3	.0	.0	.4	.2	.0	.0	.0
55.	*	.6	.4	.1	.1	.0	.0	.2	.2	.2	.0	.0	.3	.3	.0	.0	.4	.2	.0	.0	.0
60.	*	.6	.4	.1	.1	.0	.0	.2	.2	.2	.0	.0	.3	.3	.0	.0	.3	.3	.0	.0	.0

```
  65.  *    .8    .4    .1    .1    .0    .0    .2    .2    .2    .0    .0    .3
.3    .0    .0    .3    .3    .0    .0    .0
  70.  *    .8    .5    .1    .1    .0    .0    .3    .2    .2    .0    .0    .3
.3    .0    .0    .3    .3    .0    .0    .0
  75.  *    .8    .5    .1    .1    .0    .0    .4    .2    .1    .0    .0    .3
.3    .0    .0    .3    .3    .0    .0    .0
  80.  *    .8    .4    .1    .1    .0    .0    .4    .2    .1    .0    .0    .3
.3    .0    .0    .3    .3    .0    .0    .0
  85.  *    .8    .4    .1    .0    .0    .0    .4    .2    .1    .0    .0    .3
.3    .0    .0    .3    .3    .0    .0    .0
  90.  *    .9    .4    .0    .0    .0    .0    .4    .2    .1    .0    .0    .3
.3    .0    .0    .3    .3    .0    .0    .0
  95.  *    .8    .3    .0    .0    .0    .0    .4    .2    .2    .0    .0    .3
.3    .0    .0    .3    .3    .0    .0    .0
 100.  *    .7    .3    .0    .0    .0    .0    .6    .2    .2    .0    .0    .3
.4    .0    .0    .3    .3    .0    .0    .0
 105.  *    .7    .4    .0    .0    .0    .0    .6    .2    .2    .0    .0    .3
.4    .0    .0    .3    .3    .0    .0    .0
 110.  *    .6    .5    .0    .0    .0    .0    .5    .3    .2    .0    .0    .3
.4    .0    .0    .3    .3    .1    .1    .0
 115.  *    .5    .5    .0    .0    .0    .0    .6    .3    .3    .0    .0    .3
.4    .0    .0    .4    .3    .1    .1    .0
 120.  *    .5    .5    .0    .0    .0    .0    .5    .3    .2    .0    .0    .4
.4    .0    .0    .5    .3    .1    .1    .0
 125.  *    .5    .3    .0    .0    .0    .0    .4    .2    .2    .0    .0    .4
.4    .1    .1    .5    .3    .2    .1    .0
 130.  *    .6    .2    .0    .0    .0    .0    .4    .2    .2    .0    .0    .4
.4    .1    .2    .6    .1    .4    .3    .0
 135.  *    .6    .2    .0    .0    .0    .0    .3    .2    .2    .0    .0    .4
.4    .2    .2    .5    .0    .5    .4    .0
 140.  *    .5    .2    .0    .0    .0    .0    .2    .4    .3    .1    .0    .2
.3    .2    .4    .5    .0    .5    .5    .1
 145.  *    .6    .0    .0    .0    .0    .0    .2    .3    .3    .1    .1    .1
.0    .2    .4    .6    .2    .6    .6    .4
 150.  *    .5    .0    .0    .0    .0    .0    .1    .0    .2    .1    .1    .1
.0    .2    .4    .8    .2    .6    .5    .4
 155.  *    .4    .0    .0    .0    .0    .0    .0    .0    .1    .3    .3    .1
.0    .3    .4    .7    .3    .7    .4    .5
 160.  *    .2    .0    .0    .0    .0    .0    .0    .0    .1    .3    .3    .1
.0    .3    .3    .8    .4    .5    .4    .6
 165.  *    .2    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.0    .3    .4    .8    .3    .4    .4    .5
 170.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.0    .1    .4    .7    .2    .4    .4    .4
 175.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .1    .4    .7    .2    .4    .3    .3
 180.  *    .1    .0    .1    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .1    .3    .7    .2    .4    .2    .3
 185.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .1    .3    .7    .2    .4    .2    .2
 190.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .1    .3    .7    .2    .4    .2    .2
 195.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .2    .0
.0    .3    .3    .7    .2    .2    .4    .2
 200.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .1    .0
.0    .3    .3    .7    .2    .2    .3    .2
 205.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .3    .3    .7    .2    .2    .4    .2
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 WIND   * CONCENTRATION
 ANGLE  *      (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .3    .3    .7    .2    .2    .4    .2
 215.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .3    .4    .6    .2    .2    .5    .2
 220.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .3    .4    .6    .1    .2    .5    .2
 225.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .3    .4    .6    .1    .3    .4    .2
 230.  *    .0    .0    .1    .0    .0    .0    .0    .0    .0    .1    .1    .0
.0    .3    .4    .5    .2    .3    .4    .2
 235.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .1    .1    .1
.0    .3    .4    .6    .2    .4    .4    .2
 240.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .1    .1    .1
.0    .3    .4    .6    .2    .4    .3    .2
 245.  *    .0    .0    .0    .0    .0    .1    .0    .0    .0    .1    .1    .1
.0    .3    .4    .6    .1    .4    .3    .2
 250.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .2    .1
.0    .3    .4    .6    .1    .3    .3    .2
 255.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .3    .4    .6    .2    .3    .3    .2
 260.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .3    .4    .7    .2    .4    .3    .2
 265.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .3    .4    .7    .2    .4    .3    .2
 270.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1
.0    .3    .4    .7    .2    .4    .3    .2
 275.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .2    .1
.0    .3    .4    .7    .2    .3    .3    .2
 280.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .1    .2    .1
.0    .3    .4    .6    .3    .3    .3    .2
 285.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.0    .4    .4    .6    .3    .3    .3    .2
 290.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2
.1    .4    .4    .8    .3    .3    .3    .2
 295.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .3    .2
.2    .5    .5    .8    .3    .3    .4    .2
 300.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .2    .3    .2
.3    .5    .5    .8    .4    .3    .4    .2
 305.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .2    .4    .3
.3    .5    .6    .8    .3    .5    .5    .3
 310.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .2    .4    .5
.5    .3    .3    .9    .4    .5    .6    .4
 315.  *    .2    .0    .0    .0    .0    .0    .1    .0    .1    .2    .4    .6
.6    .2    .2   1.0    .4    .5    .5    .5
 320.  *    .2    .0    .0    .0    .0    .0    .2    .2    .1    .2    .4    .5
.5    .1    .2   1.0    .5    .5    .4    .4
 325.  *    .3    .1    .0    .0    .0    .0    .3    .3    .3    .2    .3    .6
.6    .0    .0   1.0    .5    .4    .4    .3
 330.  *    .5    .1    .0    .0    .0    .0    .4    .3    .4    .2    .1    .5
.6    .0    .0    .8    .3    .1    .2    .2
 335.  *    .4    .1    .0    .0    .0    .0    .7    .5    .5    .2    .2    .3
.4    .0    .0    .5    .3    .1    .1    .0
 340.  *    .5    .3    .0    .0    .0    .0    .8    .4    .4    .0    .1    .3
.3    .0    .0    .4    .3    .1    .1    .0
 345.  *    .5    .4    .0    .0    .0    .0    .7    .3    .3    .0    .1    .3
.3    .0    .0    .5    .3    .1    .0    .0
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```
 350.  *    .4    .4    .0    .0    .0    .0    .7    .3    .3    .0    .0    .3
.3    .0    .0    .4    .3    .0    .0    .0
 355.  *    .4    .4    .0    .0    .0    .0    .5    .3    .3    .0    .0    .3
.3    .0    .0    .4    .3    .0    .0    .0
 360.  *    .4    .4    .0    .0    .0    .0    .5    .4    .3    .0    .0    .3
.3    .0    .0    .4    .3    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .9    .5    .1    .1    .1    .1    .8    .5    .5    .3    .4    .6
.6    .5    .6   1.0    .5    .7    .6    .6
 DEGR. *   90    70    40    45    20    25   340    10   335   155   305   315
315   295   305   315   320   155   145   160
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THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC16.

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                                                Sta_Gre
'CO 2015 AM No-Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1        '        1570    1110    6
'REC    G2        '        1624    966     6
'REC    G3        '        1463    787     6
'REC    G4        '        1175    485     6
'REC    G5        '        1199    437     6
'REC    G6        '        1478    738     6
'REC    G7        '        1665    932     6
'REC    G8        '        1728    842     6
'REC    G9        '        1814    728     6
'REC    G10       '        1946    606     6
'REC    G11       '        1889    716     6
'REC    G12       '        1931    760     6
'REC    G13       '        2036    658     6
'REC    G14       '        2065    687     6
'REC    G15       '        1922    819     6
'REC    G16       '        1744    925     6
'REC    G17       '        1814    841     6
'REC    G18       '        1717    1010    6
'REC    G19       '        1691    1039    6
'REC    G20       '        1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 311. 8.43 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 311. 8.43 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 298. 8.43 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 298 36.74 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 66. 8.43 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 257. 8.43 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 257 36.74 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 251. 8.43 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 233. 8.43 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 233. 8.43 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 702. 3.69 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 620. 8.62 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 620 36.74 1600 1 3
1
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                                        Sta_Gre
'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 610. 3.99 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 610 36.74 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 510. 3.38 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 510. 3.75 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 694. 3.71 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 694. 5.91 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 694 36.74 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 539. 8.43 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 539 36.74 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 610. 3.42 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 532. 3.60 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 141. 8.43 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 167. 3.99 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 167 36.74 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 422. 3.99 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/27/ 6
TIME : 14:52:26

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	506.	3.6	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	506.	3.6	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	629.	3.7	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1078.2	3674.8	*	72.	164.	AG	69.	100.0	.0	20.0	.32	3.7
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	863.	5.1	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	868.	5.1	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	997.4	3978.9	*	100.	193.	AG	69.	100.0	.0	20.0	.44	5.1
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	1050.	5.1	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	976.	3.7	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1023.2	4190.7	*	112.	9.	AG	69.	100.0	.0	20.0	.49	5.7
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	832.	3.7	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1072.	3.7	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	967.7	3863.2	*	123.	337.	AG	69.	100.0	.0	20.0	.54	6.3
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	723.	3.3	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	738.	3.4	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	738.	3.4	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	348.	5.1	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1174.4	3808.9	*	148.	70.	AG	64.	100.0	.0	12.0	.69	7.5
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    160.   5.1    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    160.   5.1    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     72.   5.1    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     72.   5.1    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1006.9    3738.1 *      31.
251. AG    64. 100.0    .0 12.0  .14   1.6
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    375.   5.1    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG   338.   5.1    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    338.   5.1    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     916.3    4075.8 *      72.
276. AG   128. 100.0    .0 20.0  .33   3.7
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG     27.   5.1    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG    20.   5.1    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1044.2    4091.6 *       4.
82. AG    128. 100.0    .0 20.0  .02    .2
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG   293.   5.1    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG   293.   5.1    .0 40.0
```


JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/27/ 6
TIME : 14:52:26

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
4. L3Q BAY ST NB UP 3-4	*	120	42	2.0	629	1600	36.74	1	3
7. L5Q BAY ST NB UP 5-6	*	120	42	2.0	868	1600	36.74	1	3
10. L7Q BAY ST SB UP 1-2	*	120	42	2.0	976	1600	36.74	1	3
13. L9Q BAY ST SB UP 3-4	*	120	42	2.0	1072	1600	36.74	1	3
18. L13Q HANNAH ST 1-2 W	*	120	78	2.0	348	1600	36.74	1	3
23. L14aQ HANNAH ST 2-3	*	120	78	2.0	72	1600	36.74	1	3
27. L17Q VICTORY BLVD EB	*	120	78	2.0	338	1600	36.74	1	3
30. L19Q VICTORY BLVD WB	*	120	78	2.0	20	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC H1	1133.0	3803.0	6.0
2. REC H2	1059.0	3786.0	6.0
3. REC H3	1023.0	3868.0	6.0
4. REC H4	926.0	3899.0	6.0
5. REC H5	978.0	3762.0	6.0
6. REC H6	899.0	3738.0	6.0
7. REC H7	857.0	3729.0	6.0
8. REC H8	716.0	3681.0	6.0
9. REC H9	711.0	3624.0	6.0
10. REC H10	788.0	3645.0	6.0
11. REC H11	873.0	3673.0	6.0
12. REC H12	916.0	3685.0	6.0
13. REC H13	1007.0	3720.0	6.0
14. REC H14	1025.0	3634.0	6.0
15. REC H15	955.0	3608.0	6.0
16. REC H16	1135.0	3620.0	6.0
17. REC H17	1099.0	3714.0	6.0
18. REC H18	1085.0	3750.0	6.0
19. REC H19	1148.0	3772.0	6.0

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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)

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

```
.5    .2    .1    .0    .1    .3    .1
  45.  *    .0    .0    .0    .3    .4    .3    .0    .0    .0    .0    .1    .2
.5    .2    .2    .0    .0    .3    .0
  50.  *    .0    .0    .0    .2    .4    .3    .1    .0    .0    .0    .1    .1
.7    .2    .1    .0    .0    .3    .0
  55.  *    .0    .0    .0    .2    .4    .3    .1    .0    .0    .0    .0    .1
.6    .1    .1    .0    .0    .2    .0
  60.  *    .0    .0    .0    .2    .4    .3    .1    .0    .0    .0    .1    .1
.5    .1    .0    .0    .0    .2    .0
  65.  *    .1    .0    .0    .2    .4    .3    .1    .0    .0    .0    .1    .1
.4    .1    .0    .0    .0    .2    .0
  70.  *    .1    .1    .0    .2    .5    .4    .1    .0    .0    .0    .1    .1
.3    .1    .0    .0    .0    .1    .0
  75.  *    .2    .1    .0    .2    .5    .2    .2    .0    .0    .0    .0    .1
.2    .1    .0    .0    .0    .0    .0
  80.  *    .2    .3    .0    .2    .6    .2    .1    .0    .0    .0    .0    .1
.2    .1    .0    .0    .0    .0    .0
  85.  *    .3    .3    .0    .3    .6    .1    .0    .0    .0    .0    .0    .1
.2    .1    .0    .0    .0    .0    .0
  90.  *    .3    .3    .0    .2    .5    .0    .0    .1    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
  95.  *    .3    .3    .0    .2    .4    .0    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 100.  *    .3    .4    .0    .2    .5    .1    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 105.  *    .3    .4    .0    .2    .4    .0    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 110.  *    .3    .4    .0    .2    .4    .0    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 115.  *    .3    .4    .0    .2    .4    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 120.  *    .3    .4    .1    .4    .3    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 125.  *    .3    .4    .1    .5    .4    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 130.  *    .2    .4    .1    .4    .4    .0    .0    .0    .0    .0    .0    .0
.2    .2    .0    .0    .0    .0    .0
 135.  *    .2    .4    .1    .5    .3    .0    .0    .0    .0    .0    .0    .0
.2    .2    .0    .0    .0    .0    .0
 140.  *    .2    .4    .1    .5    .2    .0    .0    .0    .0    .0    .0    .0
.2    .2    .0    .0    .0    .0    .0
 145.  *    .2    .5    .2    .5    .2    .0    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 150.  *    .2    .5    .2    .4    .1    .0    .0    .0    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 155.  *    .2    .7    .3    .2    .1    .0    .0    .0    .0    .0    .0    .0
.2    .1    .0    .0    .0    .0    .0
 160.  *    .2    .7    .5    .2    .1    .0    .0    .0    .0    .0    .0    .0
.2    .1    .0    .0    .0    .0    .0
 165.  *    .2    .7    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .1    .1    .0
 170.  *    .2    .8    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .0    .1    .1    .0
 175.  *    .2    .9    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.1    .0    .0    .1    .1    .2    .0
 180.  *    .2    .9    .5    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .1    .3    .0
 185.  *    .2    .8    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .2    .3    .0
 190.  *    .2    .8    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .2    .4    .0
 195.  *    .3    .8    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .2    .4    .0
```

```
 200.  *    .3    .6    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .3    .4    .0
 205.  *    .4    .6    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .1    .3    .4    .0
```


JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

```
 WIND  * CONCENTRATION
 ANGLE *      (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19

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

```
.0    .0    .0    .5    .4    .5    .1
 330.  *    .0    .2    .3    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .0    .0    .2    .2    .4    .1
 335.  *    .0    .3    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.2    .0    .0    .2    .2    .4    .1
 340.  *    .0    .3    .4    .0    .1    .0    .0    .0    .0    .0    .0    .0
.3    .2    .0    .2    .2    .4    .1
 345.  *    .1    .2    .5    .0    .2    .0    .0    .0    .0    .0    .0    .0
.4    .2    .0    .1    .1    .3    .2
 350.  *    .1    .2    .4    .0    .2    .0    .0    .0    .0    .0    .0    .0
.6    .4    .0    .1    .1    .3    .1
 355.  *    .0    .1    .4    .1    .3    .0    .0    .0    .0    .0    .0    .0
.9    .4    .0    .1    .1    .4    .1
 360.  *    .0    .1    .4    .1    .7    .0    .0    .0    .0    .0    .0    .0
.7    .3    .0    .0    .1    .3    .1

------*-------------------------------------------------------------------------------
-------------------------------------
 MAX   *    .7    .9    .5    .6    .7    .4    .2    .1    .0    .0    .1    .3
.9    .4    .2    .5    .6    .8    .7
 DEGR. *  225   175   160    25     0    70    75    90     0     0    35    30
355    15     5   325   295   295   280
```

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC13.

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                                                Sta_Han
'CO 2015 AM No-Build Alt-A Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1       '       1133    3803    6
'REC    H2       '       1059    3786    6
'REC    H3       '       1023    3868    6
'REC    H4       '       926     3899    6
'REC    H5       '       978     3762    6
'REC    H6       '       899     3738    6
'REC    H7       '       857     3729    6
'REC    H8       '       716     3681    6
'REC    H9       '       711     3624    6
'REC    H10      '       788     3645    6
'REC    H11      '       873     3673    6
'REC    H12      '       916     3685    6
'REC    H13      '       1007    3720    6
'REC    H14      '       1025    3634    6
'REC    H15      '       955     3608    6
'REC    H16      '       1135    3620    6
'REC    H17      '       1099    3714    6
'REC    H18      '       1085    3750    6
'REC    H19      '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 506. 3.63 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 506. 3.63 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 629. 3.71 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
      120        42      2.0 629 36.74 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 863. 5.14 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 868. 5.14 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
      120        42      2.0 868 36.74 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 1050. 5.14 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 976. 3.72 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
      120        42      2.0 976 36.74 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 832. 3.72 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1072. 3.72 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
      120        42      2.0 1072 36.74 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 723. 3.32 0. 40.
```

```
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 738. 3.39 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 738. 3.39 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 348. 5.14 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 348 36.74 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 160. 5.14 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 160. 5.14 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 72. 5.14 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 72. 5.14 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 72 36.74 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 375. 5.14 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 338. 5.14 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 338. 5.14 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 338 36.74 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 27. 5.14 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 20. 5.14 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 20 36.74 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 293. 5.14 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 293. 5.14 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 15:55:59

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	311.	8.4	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	311.	8.4	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	298.	8.4	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1763.5	946.4	*	23.	133.	AG	103.	100.0	.0	30.0	.10	1.2
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	66.	8.4	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	257.	8.4	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1617.3	1104.1	*	36.	136.	AG	192.	100.0	.0	30.0	.17	1.8
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	251.	8.4	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	233.	8.4	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	233.	8.4	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	702.	3.7	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	620.	8.6	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1745.6	899.2	*	47.	147.	AG	103.	100.0	.0	30.0	.21	2.4
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	610.	4.0	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1507.1	1298.5	*	47.	150.	AG	103.	100.0	.0	30.0	.21	2.4
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	510.	3.4	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	510.	3.8	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	694.	3.7	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

```
145. AG    694.   5.9    .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1414.5    1401.4 *      53.
325. AG    103. 100.0    .0 30.0  .23   2.7
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    539.   8.4    .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1641.2    1000.0 *      41.
331. AG    103. 100.0    .0 30.0  .18   2.1
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    610.   3.4    .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    532.   3.6    .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    141.   8.4    .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    167.   4.0    .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1439.6    1308.8 *      23.
236. AG    192. 100.0    .0 30.0  .11   1.2
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    422.   4.0    .0 32.0
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JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 15:55:59

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
4. L3Q EDGEWATER ST NB	*	120	42	2.0	298	1600	36.74	1	3
7. L4Q EDGEWATER ST SB	*	120	78	2.0	257	1600	36.74	1	3
13. L8Q BAY ST NB 3-2	*	120	42	2.0	620	1600	36.74	1	3
15. L9Q BAY ST NB 5-4T	*	120	42	2.0	610	1600	36.74	1	3
20. L13Q BAY ST SB 3-2	*	120	42	2.0	694	1600	36.74	1	3
22. L14Q BAY ST SB 1T-3	*	120	42	2.0	539	1600	36.74	1	3
27. L19Q VANDERBILT AVE	*	120	78	2.0	167	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. REC Va1	*	1235.0	1630.0	6.0	*
2. REC Va2	*	1330.0	1496.0	6.0	*
3. REC Va3	*	1429.0	1355.0	6.0	*
4. REC Va4	*	1259.0	1234.0	6.0	*
5. REC Va5	*	1057.0	1096.0	6.0	*

6.	REC	Va6	*	867.0	977.0	6.0	*
7.	REC	Va7	*	904.0	917.0	6.0	*
8.	REC	Va8	*	1093.0	1047.0	6.0	*
9.	REC	Va9	*	1292.0	1184.0	6.0	*
10.	REC	Va10	*	1395.0	1252.0	6.0	*
11.	REC	Va11	*	1463.0	1303.0	6.0	*
12.	REC	Va12	*	1510.0	1239.0	6.0	*
13.	REC	Va13	*	1534.0	1171.0	6.0	*
14.	REC	Va14	*	1579.0	1205.0	6.0	*
15.	REC	Va15	*	1493.0	1344.0	6.0	*
16.	REC	Va16	*	1542.0	1372.0	6.0	*
17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	.2	.3	.8	.0	.0	.0	.0	.0	.0	.1	.5	.4	.4	.0	.0	.0	.0	.0	.0	.0
5.	.2	.3	.7	.0	.0	.0	.0	.0	.0	.2	.4	.4	.3	.0	.0	.0	.0	.0	.0	.0
10.	.2	.3	.7	.0	.0	.0	.0	.0	.0	.2	.4	.3	.3	.0	.0	.0	.0	.0	.0	.0
15.	.3	.2	.6	.0	.0	.0	.0	.0	.0	.2	.4	.2	.3	.0	.0	.0	.0	.0	.0	.0
20.	.3	.2	.6	.0	.0	.0	.0	.0	.0	.1	.4	.2	.3	.0	.0	.0	.0	.0	.0	.0
25.	.3	.1	.5	.0	.0	.0	.0	.1	.0	.2	.4	.2	.3	.0	.0	.0	.0	.0	.0	.0
30.	.2	.1	.5	.0	.0	.0	.1	.1	.1	.1	.4	.2	.3	.0	.0	.0	.0	.0	.0	.0
35.	.1	.1	.4	.0	.0	.0	.1	.1	.0	.2	.5	.2	.3	.0	.0	.0	.0	.0	.0	.0
40.	.1	.1	.4	.0	.0	.0	.1	.1	.0	.3	.3	.2	.3	.0	.0	.0	.0	.0	.0	.0
45.	.1	.1	.4	.0	.1	.0	.1	.1	.0	.3	.4	.2	.3	.0	.0	.0	.0	.0	.0	.0
50.	.1	.1	.5	.1	.1	.0	.0	.0	.0	.3	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0
55.	.1	.1	.5	.1	.1	.1	.0	.0	.0	.3	.5	.2	.2	.0	.0	.0	.0	.0	.0	.0
60.	.1	.1	.4	.1	.1	.1	.0	.0	.0	.3	.5	.2	.2	.0	.0	.0	.0	.0	.0	.0

```
  65.  *    .1    .1    .4    .1    .1    .1    .0    .0    .0    .2    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  70.  *    .1    .1    .4    .1    .1    .1    .0    .0    .0    .2    .4    .2
.2    .0    .0    .0    .0    .0    .0    .0
  75.  *    .1    .1    .4    .1    .1    .1    .0    .0    .0    .1    .4    .2
.2    .0    .0    .0    .0    .0    .0    .0
  80.  *    .1    .1    .4    .1    .1    .1    .0    .0    .0    .1    .4    .2
.3    .0    .0    .0    .0    .0    .0    .0
  85.  *    .1    .1    .4    .1    .1    .1    .0    .0    .0    .1    .5    .2
.3    .0    .0    .0    .0    .0    .0    .0
  90.  *    .2    .2    .3    .1    .1    .1    .0    .0    .0    .1    .5    .2
.3    .0    .0    .0    .0    .0    .0    .0
  95.  *    .2    .2    .4    .1    .1    .1    .0    .0    .0    .1    .5    .2
.3    .0    .1    .0    .0    .0    .0    .0
 100.  *    .3    .3    .4    .1    .1    .1    .0    .0    .0    .1    .4    .2
.3    .0    .1    .0    .0    .0    .0    .0
 105.  *    .3    .3    .4    .1    .1    .1    .0    .0    .0    .1    .4    .2
.3    .0    .1    .0    .0    .0    .0    .0
 110.  *    .3    .3    .4    .1    .1    .1    .0    .0    .0    .1    .4    .2
.4    .0    .1    .0    .0    .0    .0    .0
 115.  *    .3    .3    .7    .1    .1    .1    .0    .0    .0    .1    .3    .2
.4    .0    .1    .0    .0    .0    .0    .0
 120.  *    .3    .3    .7    .1    .1    .1    .0    .0    .0    .2    .3    .3
.6    .0    .1    .0    .0    .0    .0    .0
 125.  *    .4    .4    .8    .1    .1    .1    .0    .0    .0    .2    .4    .3
.7    .0    .1    .0    .0    .0    .0    .0
 130.  *    .4    .5    .8    .1    .1    .0    .0    .0    .0    .1    .4    .4
.7    .0    .3    .0    .0    .0    .0    .0
 135.  *    .4    .5    .9    .1    .1    .0    .0    .0    .0    .1    .4    .6
.8    .0    .3    .0    .0    .0    .0    .0
 140.  *    .3    .5    .9    .1    .1    .0    .0    .0    .0    .0    .6    .7
.8    .2    .4    .0    .0    .0    .1    .1
 145.  *    .4    .4    .8    .1    .1    .0    .0    .0    .0    .0    .6    .8
.6    .4    .6    .0    .0    .0    .4    .2
 150.  *    .2    .4    .7    .1    .1    .0    .0    .0    .0    .0    .4    .7
.4    .4    .7    .0    .0    .0    .4    .4
 155.  *    .1    .2    .6    .1    .1    .0    .0    .0    .0    .0    .3    .5
.3    .7    .8    .0    .0    .0    .4    .4
 160.  *    .1    .1    .5    .1    .1    .0    .0    .0    .0    .0    .3    .4
.2    .7    .9    .0    .0    .0    .5    .4
 165.  *    .0    .0    .4    .1    .1    .0    .0    .0    .0    .0    .2    .3
.1    .5    .9    .2    .0    .0    .5    .4
 170.  *    .0    .0    .3    .1    .1    .0    .0    .0    .0    .0    .1    .3
.1    .5    .9    .2    .0    .1    .6    .2
 175.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .1    .2
.1    .3    .8    .2    .1    .1    .4    .2
 180.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .1    .2
.0    .3    .8    .2    .1    .1    .5    .2
 185.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3    .8    .2    .1    .1    .6    .2
 190.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .2    .1    .2    .6    .2
 195.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .2    .1    .2    .5    .2
 200.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .5    .2    .1    .2    .5    .2
 205.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .5    .2    .1    .2    .5    .2
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 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .2    .2    .3    .5    .2
 215.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .3    .2    .1    .6    .2
 220.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .7    .3    .2    .0    .5    .2
 225.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .7    .4    .2    .1    .4    .2
 230.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .6    .3    .3    .1    .4    .2
 235.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .2    .7    .3    .3    .1    .4    .2
 240.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .2    .1
.0    .2    .6    .4    .4    .1    .4    .2
 245.  *    .0    .0    .0    .1    .1    .0    .0    .0    .1    .1    .3    .1
.0    .2    .5    .4    .2    .1    .3    .2
 250.  *    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .3    .1
.0    .2    .5    .3    .0    .0    .3    .2
 255.  *    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .3    .1
.0    .2    .4    .1    .1    .0    .3    .2
 260.  *    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .3    .1
.0    .2    .4    .1    .1    .1    .2    .2
 265.  *    .0    .0    .0    .0    .0    .0    .0    .0    .1    .1    .4    .1
.0    .2    .4    .1    .1    .1    .2    .2
 270.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .4    .1
.0    .2    .3    .2    .2    .1    .2    .2
 275.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .1
.0    .2    .4    .2    .2    .1    .2    .2
 280.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .4    .1
.0    .2    .4    .2    .1    .1    .2    .2
 285.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .4    .1
.0    .2    .5    .2    .1    .1    .2    .2
 290.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .5    .1
.0    .2    .6    .2    .1    .1    .2    .2
 295.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .5    .1
.0    .2    .4    .1    .1    .0    .2    .2
 300.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .6    .2
.0    .2    .4    .1    .1    .0    .2    .2
 305.  *    .0    .0    .1    .0    .0    .0    .0    .0    .0    .0    .7    .2
.1    .3    .5    .1    .0    .0    .3    .2
 310.  *    .0    .1    .2    .0    .0    .0    .0    .0    .0    .0    .7    .3
.1    .3    .5    .1    .0    .0    .2    .2
 315.  *    .0    .1    .2    .0    .0    .0    .0    .0    .0    .0    .8    .4
.1    .6    .4    .0    .0    .0    .2    .2
 320.  *    .0    .2    .4    .0    .0    .0    .0    .0    .0    .0    .9    .6
.2    .5    .4    .0    .0    .0    .2    .2
 325.  *    .1    .2    .6    .0    .0    .0    .0    .0    .0    .0   1.1    .6
.4    .4    .2    .0    .0    .0    .2    .2
 330.  *    .1    .4    .6    .0    .0    .0    .0    .0    .0    .0   1.2    .7
.5    .2    .2    .0    .0    .0    .1    .1
 335.  *    .2    .4    .8    .0    .0    .0    .0    .0    .0    .0   1.2    .8
.5    .2    .1    .0    .0    .0    .0    .0
 340.  *    .3    .3    .8    .0    .0    .0    .0    .0    .0    .1   1.1    .6
.5    .1    .1    .0    .0    .0    .0    .0
 345.  *    .3    .4    .8    .0    .0    .0    .0    .0    .0    .1   1.0    .6
.5    .0    .0    .0    .0    .0    .0    .0
```

```
 350.  *    .3    .3    .7    .0    .0    .0    .0    .0    .0    .1    .8    .5
.5    .0    .0    .0    .0    .0    .0    .0
 355.  *    .3    .3    .8    .0    .0    .0    .0    .0    .0    .1    .7    .5
.5    .0    .0    .0    .0    .0    .0    .0
 360.  *    .2    .3    .8    .0    .0    .0    .0    .0    .0    .1    .5    .4
.4    .0    .0    .0    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .4    .5    .9    .1    .1    .1    .1    .1    .1    .3   1.2    .8
.8    .7    .9    .4    .4    .3    .6    .4
 DEGR. *  125   130   135    50    45    55    30    25    30    40   330   335
135   155   160   225   240   210   170   150

 THE HIGHEST CONCENTRATION OF    1.20 PPM OCCURRED AT RECEPTOR REC11.
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```
                                                Sta_Van
'CO 2015 AM No-Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1      '       1235    1630    6
'REC    Va2      '       1330    1496    6
'REC    Va3      '       1429    1355    6
'REC    Va4      '       1259    1234    6
'REC    Va5      '       1057    1096    6
'REC    Va6      '       867     977     6
'REC    Va7      '       904     917     6
'REC    Va8      '       1093    1047    6
'REC    Va9      '       1292    1184    6
'REC    Va10     '       1395    1252    6
'REC    Va11     '       1463    1303    6
'REC    Va12     '       1510    1239    6
'REC    Va13     '       1534    1171    6
'REC    Va14     '       1579    1205    6
'REC    Va15     '       1493    1344    6
'REC    Va16     '       1542    1372    6
'REC    Va17     '       1571    1396    6
'REC    Va18     '       1546    1460    6
'REC    Va19     '       1450    1416    6
'REC    Va20     '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 311. 8.43 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 311. 8.43 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 298. 8.43 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 298 36.74 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 66. 8.43 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 257. 8.43 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 257 36.74 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 251. 8.43 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 233. 8.43 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 233. 8.43 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 702. 3.69 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 620. 8.62 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 620 36.74 1600 1 3
1
```

```
'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 610. 3.99 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 610 36.74 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 510. 3.38 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 510. 3.75 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 694. 3.71 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 694. 5.91 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 694 36.74 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 539. 8.43 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 539 36.74 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 610. 3.42 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 532. 3.60 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 141. 8.43 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 167. 3.99 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 167 36.74 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 422. 3.99 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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                    CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                    PAGE  1

      JOB: CO 2015 AM No-Build Alt-A Stapleton                  RUN: Victory BLvd &
Bay ST Intersection

      DATE :  2/27/ 6
      TIME : 14:50:40

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =     .0 CM/S        VD =     .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)      ATIM =  60. MINUTES      MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                                *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

-----------------------*----------------------------------------*-----------------
----------------------------------------
      1. L1 BAY ST NB UP 1-2 *    950.0    2917.0    1082.0    3250.0 *     358.
22. AG    506.   3.6    .0 40.0
      2. L2 BAY ST NB UP 2-3 *   1082.0    3250.0    1146.0    3443.0 *     203.
18. AG    506.   3.6    .0 40.0
      3. L3 BAY ST NB UP 3-4 *   1146.0    3443.0    1058.0    3744.0 *     314.
344. AG    629.   3.7    .0 40.0
      4. L3Q BAY ST NB UP 3-4*   1058.0    3744.0    1078.2    3674.8 *      72.
164. AG     69. 100.0    .0 20.0  .32   3.7
      5. L4 BAY ST NB UP 4-5 *   1058.0    3744.0     982.0    3913.0 *     185.
336. AG    863.   5.1    .0 40.0
      6. L5 BAY ST NB UP 5-6 *    982.0    3913.0    1020.0    4076.0 *     167.
13. AG    868.   5.1    .0 40.0
      7. L5Q BAY ST NB UP 5-6*   1020.0    4076.0     997.4    3978.9 *     100.
193. AG     69. 100.0    .0 20.0  .44   5.1
      8. L6 BAY ST NB UP 6-7 *   1020.0    4076.0    1076.0    4394.0 *     323.
10. AG   1050.   5.1    .0 40.0
      9. L7 BAY ST SB UP 1-2 *   1055.0    4396.0    1006.0    4080.0 *     320.
189. AG    976.   3.7    .0 40.0
     10. L7Q BAY ST SB UP 1-2*   1006.0    4080.0    1023.2    4190.7 *     112.
 9. AG     69. 100.0    .0 20.0  .49   5.7
     11. L8 BAY ST SB UP 2-3 *   1006.0    4080.0     952.0    3900.0 *     188.
197. AG    832.   3.7    .0 40.0
     12. L9 BAY ST SB UP 3-4 *    952.0    3900.0    1016.0    3750.0 *     163.
157. AG   1072.   3.7    .0 40.0
     13. L9Q BAY ST SB UP 3-4*   1016.0    3750.0     967.7    3863.2 *     123.
337. AG     69. 100.0    .0 20.0  .54   6.3
     14. L10 BAY ST SB UP 4-5*   1016.0    3750.0    1113.0    3446.0 *     319.
162. AG    723.   3.3    .0 40.0
     15. L11 BAY ST SB UP 5-6*   1113.0    3446.0    1075.0    3258.0 *     192.
191. AG    738.   3.4    .0 40.0
     16. L12 BAY ST SB UP 6-7*   1075.0    3258.0     943.0    2916.0 *     367.
201. AG    738.   3.4    .0 40.0
     17. L13 HANNAH ST 1-2 WB*   1120.0    3789.0    1035.0    3758.0 *      90.
250. AG    348.   5.1    .0 32.0
     18. L13Q HANNAH ST 1-2 W*   1035.0    3758.0    1174.4    3808.9 *     148.
70. AG     64. 100.0    .0 12.0  .69   7.5
     19. L14 HANNAH ST 2-3 WB*   1035.0    3758.0     885.0    3708.0 *     158.
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252. AG    160.   5.1    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    160.   5.1    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     72.   5.1    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     72.   5.1    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1006.9    3738.1 *      31.
251. AG     64. 100.0    .0 12.0  .14   1.6
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    375.   5.1    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    338.   5.1    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    338.   5.1    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     916.3    4075.8 *      72.
276. AG    128. 100.0    .0 20.0  .33   3.7
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG     27.   5.1    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     20.   5.1    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1044.2    4091.6 *       4.
82. AG    128. 100.0    .0 20.0  .02    .2
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    293.   5.1    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    293.   5.1    .0 40.0
```

PAGE 2

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/27/ 6
TIME : 14:50:40

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
4. L3Q BAY ST NB UP 3-4	*	120	42	2.0	629	1600	36.74	1	3
7. L5Q BAY ST NB UP 5-6	*	120	42	2.0	868	1600	36.74	1	3
10. L7Q BAY ST SB UP 1-2	*	120	42	2.0	976	1600	36.74	1	3
13. L9Q BAY ST SB UP 3-4	*	120	42	2.0	1072	1600	36.74	1	3
18. L13Q HANNAH ST 1-2 W	*	120	78	2.0	348	1600	36.74	1	3
23. L14aQ HANNAH ST 2-3	*	120	78	2.0	72	1600	36.74	1	3
27. L17Q VICTORY BLVD EB	*	120	78	2.0	338	1600	36.74	1	3
30. L19Q VICTORY BLVD WB	*	120	78	2.0	20	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0
7. REC V7	1040.0	4396.0	6.0
8. REC V8	966.0	4116.0	6.0
9. REC V9	888.0	4115.0	6.0
10. REC V10	839.0	4137.0	6.0
11. REC V11	1025.0	4034.0	6.0
12. REC V12	891.0	3999.0	6.0
13. REC V13	956.0	4055.0	6.0
14. REC V14	1133.0	4039.0	6.0
15. REC V15	1217.0	4050.0	6.0
16. REC V16	1337.0	4064.0	6.0

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	.0	.0	.6	.4	.0	.1	.0	.0	.0	.0	1.0	.0	.5	.0	.0	.0
5.	.0	.0	.5	.3	.0	.1	.0	.0	.0	.0	.7	.0	.5	.0	.0	.0
10.	.0	.0	.5	.3	.0	.1	.0	.0	.0	.0	.7	.0	.6	.0	.0	.0
15.	.0	.0	.4	.2	.0	.3	.0	.2	.0	.0	.4	.1	.7	.0	.0	.0
20.	.0	.0	.3	.2	.0	.3	.0	.2	.0	.0	.2	.1	.8	.0	.0	.0
25.	.0	.0	.2	.1	.0	.3	.0	.2	.0	.0	.2	.3	.8	.0	.0	.0
30.	.0	.0	.1	.1	.0	.4	.0	.3	.0	.0	.1	.4	.9	.0	.0	.0
35.	.0	.0	.1	.1	.0	.4	.0	.3	.1	.0	.1	.5	.9	.0	.0	.0
40.	.0	.0	.1	.1	.0	.4	.0	.3	.2	.0	.0	.5	.9	.0	.0	.0
45.	.0	.0	.1	.0	.0	.4	.0	.3	.2	.0	.0	.5	.8	.0	.0	.0

```
  50.  *    .0    .0    .0    .0    .0    .4    .0    .3    .2    .1    .0    .3
.8    .0    .0    .0
  55.  *    .0    .0    .1    .0    .0    .3    .0    .3    .2    .1    .0    .2
.8    .0    .0    .0
  60.  *    .0    .0    .0    .0    .0    .3    .0    .3    .2    .1    .0    .2
.8    .0    .0    .0
  65.  *    .0    .0    .0    .0    .0    .3    .0    .3    .3    .1    .0    .2
.8    .0    .0    .0
  70.  *    .0    .0    .0    .0    .0    .3    .0    .3    .3    .1    .0    .3
.7    .0    .0    .0
  75.  *    .0    .0    .0    .0    .0    .2    .0    .3    .3    .1    .0    .3
.6    .0    .0    .0
  80.  *    .0    .0    .0    .0    .0    .2    .0    .3    .2    .1    .0    .3
.5    .0    .0    .0
  85.  *    .0    .0    .0    .0    .0    .2    .0    .3    .3    .2    .0    .3
.4    .0    .0    .0
  90.  *    .0    .0    .0    .0    .0    .2    .2    .3    .3    .2    .0    .3
.4    .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .2    .2    .3    .3    .2    .0    .3
.3    .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .2    .2    .4    .3    .1    .0    .2
.3    .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .2    .2    .4    .2    .1    .0    .2
.3    .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .2    .2    .4    .3    .1    .0    .2
.3    .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .2    .2    .4    .4    .1    .0    .2
.3    .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .2    .2    .4    .5    .3    .0    .2
.3    .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .2    .2    .5    .7    .1    .0    .2
.3    .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .3    .3    .5    .7    .2    .0    .2
.3    .0    .0    .0
 135.  *    .0    .0    .0    .0    .0    .3    .3    .4    .6    .2    .0    .1
.3    .0    .0    .0
 140.  *    .0    .0    .0    .0    .0    .3    .3    .4    .5    .1    .0    .1
.3    .0    .0    .0
 145.  *    .0    .0    .1    .0    .0    .3    .3    .5    .5    .1    .0    .3
.3    .0    .0    .0
 150.  *    .0    .0    .0    .0    .0    .5    .4    .5    .3    .1    .0    .3
.3    .0    .0    .0
 155.  *    .0    .0    .1    .0    .0    .5    .4    .4    .4    .1    .0    .2
.3    .0    .0    .0
 160.  *    .0    .0    .1    .1    .0    .5    .4    .5    .1    .1    .0    .2
.3    .0    .0    .0
 165.  *    .0    .0    .1    .1    .0    .6    .4    .5    .1    .1    .0    .0
.3    .0    .0    .0
 170.  *    .0    .0    .1    .1    .0    .6    .4    .6    .0    .1    .1    .0
.5    .0    .0    .0
 175.  *    .0    .0    .1    .2    .1    .7    .5    .4    .0    .0    .2    .0
.4    .0    .0    .0
 180.  *    .0    .0    .5    .2    .2    .7    .5    .5    .0    .0    .2    .0
.1    .0    .0    .0
 185.  *    .0    .0    .4    .3    .2    .8    .6    .4    .0    .0    .4    .0
.1    .0    .0    .0
 190.  *    .0    .0    .4    .6    .4    .3    .3    .3    .0    .0    .6    .0
.0    .0    .0    .0
 195.  *    .0    .0    .6    .7    .5    .3    .3    .3    .0    .0    .7    .0
.0    .0    .0    .0
 200.  *    .0    .0    .7    .6    .5    .1    .1    .3    .0    .1    .5    .0
.0    .0    .0    .0
 205.  *    .0    .0    .7    .7    .4    .1    .1    .3    .0    .1    .6    .0
```

.0 .0 .0 .0

JOB: CO 2015 AM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16
210.	*	.0	.0	.7	.7	.4	.1	.1	.2	.0	.0	.7	.0	.0	.0	.0	.0
215.	*	.0	.0	.9	.7	.3	.0	.0	.3	.0	.0	.7	.0	.0	.0	.0	.0
220.	*	.0	.0	.7	.4	.3	.0	.0	.3	.0	.0	.6	.0	.0	.0	.0	.0
225.	*	.0	.0	.6	.4	.3	.0	.0	.3	.0	.0	.6	.0	.0	.0	.0	.0
230.	*	.0	.0	.7	.3	.3	.0	.0	.3	.0	.1	.6	.0	.0	.0	.0	.0
235.	*	.0	.0	.7	.3	.2	.0	.0	.2	.0	.1	.6	.0	.0	.0	.0	.0
240.	*	.0	.0	.7	.3	.2	.0	.0	.2	.0	.1	.6	.0	.0	.1	.0	.0
245.	*	.0	.0	.6	.3	.2	.0	.0	.1	.0	.1	.6	.0	.0	.1	.0	.0
250.	*	.0	.0	.6	.3	.2	.0	.0	.1	.1	.2	.6	.0	.0	.2	.0	.0
255.	*	.0	.1	.6	.3	.2	.0	.0	.1	.2	.2	.5	.0	.0	.2	.0	.0
260.	*	.0	.0	.5	.3	.2	.0	.0	.1	.2	.2	.4	.0	.0	.2	.0	.0
265.	*	.0	.0	.5	.3	.0	.0	.0	.1	.2	.2	.4	.0	.0	.2	.0	.0
270.	*	.0	.1	.5	.3	.0	.0	.0	.0	.2	.2	.4	.0	.1	.3	.1	.0
275.	*	.0	.1	.5	.3	.0	.0	.0	.0	.2	.1	.4	.0	.2	.3	.1	.0
280.	*	.0	.1	.5	.3	.0	.0	.0	.0	.1	.1	.5	.0	.2	.2	.1	.0
285.	*	.0	.1	.5	.3	.0	.0	.0	.0	.1	.1	.6	.0	.3	.1	.0	.0
290.	*	.0	.1	.5	.3	.0	.0	.0	.0	.1	.1	.7	.0	.4	.1	.0	.0
295.	*	.0	.1	.5	.3	.0	.0	.0	.0	.1	.1	.8	.0	.4	.2	.1	.0
300.	*	.0	.1	.5	.3	.0	.0	.0	.0	.0	.0	.7	.0	.5	.2	.1	.0
305.	*	.0	.1	.5	.3	.0	.0	.0	.0	.0	.0	.7	.0	.5	.2	.1	.0
310.	*	.0	.1	.5	.3	.0	.0	.0	.0	.0	.0	.7	.0	.6	.2	.1	.0
315.	*	.0	.1	.5	.3	.0	.0	.0	.0	.0	.0	.7	.0	.6	.3	.1	.0
320.	*	.0	.0	.5	.3	.0	.0	.0	.0	.0	.0	.7	.0	.6	.3	.1	.0
325.	*	.0	.0	.5	.3	.0	.0	.0	.0	.0	.0	.7	.0	.6	.2	.1	.0
330.	*	.0	.0	.5	.3	.0	.0	.0	.0	.0	.0	.7	.0	.6	.2	.1	.0

```
 335.  *    .0    .0    .6    .4    .0    .0    .0    .0    .0    .0    .8    .0
.5    .2    .0    .0
 340.  *    .0    .0    .7    .4    .0    .0    .0    .0    .0    .0    .9    .0
.5    .2    .0    .0
 345.  *    .0    .0    .6    .4    .0    .0    .0    .0    .0    .0   1.0    .0
.5    .1    .0    .0
 350.  *    .0    .0    .6    .4    .0    .0    .0    .0    .0    .0    .9    .0
.5    .1    .0    .0
 355.  *    .0    .0    .7    .4    .0    .0    .0    .0    .0    .0    .9    .0
.5    .0    .0    .0
 360.  *    .0    .0    .6    .4    .0    .1    .0    .0    .0    .0   1.0    .0
.5    .0    .0    .0

------*-------------------------------------------------------------------------------
-------------------
 MAX   *    .0    .1    .9    .7    .5    .8    .6    .6    .7    .3   1.0    .5
.9    .3    .1    .0
 DEGR. *    0   255   215   195   195   185   185   170   125   120     0    35
30   270   270     0
```

THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC11.

```
                                        Sta_Vic
'CO 2015 AM No-Build Alt-A Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1      '       1328    4151    6
'REC    V2      '       1235    4141    6
'REC    V3      '       1041    4131    6
'REC    V4      '       1069    4277    6
'REC    V5      '       1094    4402    6
'REC    V6      '       1008    4231    6
'REC    V7      '       1040    4396    6
'REC    V8      '       966     4116    6
'REC    V9      '       888     4115    6
'REC    V10     '       839     4137    6
'REC    V11     '       1025    4034    6
'REC    V12     '       891     3999    6
'REC    V13     '       956     4055    6
'REC    V14     '       1133    4039    6
'REC    V15     '       1217    4050    6
'REC    V16     '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 506. 3.63 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 506. 3.63 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 629. 3.71 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 629 36.74 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 863. 5.14 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 868. 5.14 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 868 36.74 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 1050. 5.14 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 976. 3.72 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 976 36.74 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 832. 3.72 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1072. 3.72 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1072 36.74 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 723. 3.32 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 738. 3.39 0. 40.
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1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 738. 3.39 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 348. 5.14 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 348 36.74 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 160. 5.14 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 160. 5.14 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 72. 5.14 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 72. 5.14 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 72 36.74 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 375. 5.14 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 338. 5.14 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 338. 5.14 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 338 36.74 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 27. 5.14 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 20. 5.14 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 20 36.74 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 293. 5.14 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 293. 5.14 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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□                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                        PAGE  1

      JOB: PM25 2015 AM Build Alt-A Stapleton                    RUN: Greenfield Ave
& Bay ST Intersection

      DATE :  2/28/ 6
      TIME : 18:41:42

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =   .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
       1. L1 EDGEWATER ST NB 1*   2485.0     342.0    2312.0     439.0 *     198.
299. AG    311.    .0    .0 32.0
       2. L2 EDGEWATER ST NB 2*   2312.0     439.0    2073.0     653.0 *     321.
312. AG    311.    .0    .0 32.0
       3. L3 EDGEWATER ST NB 3*   2073.0     653.0    1747.0     962.0 *     449.
313. AG    222.    .0    .0 32.0
       4. L3Q EDGEWATER ST NB *   1747.0     962.0    1759.3     950.3 *      17.
133. AG      0. 100.0    .0 30.0  .08    .9
       5. L3a EDGEWATER ST NB *   1747.0     962.0    1613.0    1141.0 *     224.
323. AG      1.    .0    .0 32.0
       6. L4a EDGEWATER ST SB *   2064.0     647.0    1592.0    1130.0 *     675.
316. AG    257.    .0    .0 32.0
       7. L4Q EDGEWATER ST SB *   1592.0    1130.0    1617.3    1104.1 *      36.
136. AG      0. 100.0    .0 30.0  .17   1.8
       8. L4 EDGEWATER ST SB 4*   1735.0     949.0    2064.0     647.0 *     447.
133. AG    283.    .0    .0 32.0
       9. L5 EDGEWATER ST SB 5*   2064.0     647.0    2306.0     432.0 *     324.
132. AG    233.    .0    .0 32.0
      10. L6 EDGEWATER ST SB 6*   2306.0     432.0    2503.0     310.0 *     232.
122. AG    233.    .0    .0 32.0
      11. L7 BAY ST NB 1-2    *   2252.0      18.0    1867.0     710.0 *     792.
331. AG    702.    .0    .0 32.0
      12. L8 BAY ST NB 2-4T   *   1867.0     710.0    1682.0     992.0 *     337.
327. AG    735.    .0    .0 32.0
      13. L8Q BAY ST NB 3-2   *   1720.0     939.0    1750.4     891.6 *      56.
147. AG      0. 100.0    .0 30.0  .25   2.9
      14. L9 BAY ST NB 4T-5   *   1682.0     992.0    1484.0    1339.0 *     400.
330. AG    753.    .0    .0 32.0
      15. L9Q BAY ST NB 5-4T  *   1484.0    1339.0    1512.6    1288.9 *      58.
150. AG      0. 100.0    .0 30.0  .25   2.9
      16. L10 BAY ST NB 5-6   *   1484.0    1339.0    1264.0    1654.0 *     384.
325. AG    667.    .0    .0 32.0
      17. L11 BAY ST NB 6-7   *   1264.0    1654.0    1049.0    2127.0 *     520.
336. AG    667.    .0    .0 32.0
      18. L12 BAY ST SB 1-2   *   1030.0    2123.0    1244.0    1644.0 *     525.
156. AG    730.    .0    .0 32.0
      19. L13 BAY ST SB 2-3   *   1244.0    1644.0    1445.0    1358.0 *     350.
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145. AG    730.    .0    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1412.9    1403.7 *      56.
325. AG      0. 100.0    .0 30.0  .25   2.8
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    557.    .0    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.6    1001.3 *      42.
331. AG      0. 100.0    .0 30.0  .19   2.2
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    610.    .0    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    532.    .0    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    178.    .0    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    181.    .0    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1437.8    1307.6 *      26.
236. AG      0. 100.0    .0 30.0  .12   1.3
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    440.    .0    .0 32.0
```

PAGE 2

JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 2/28/ 6
TIME : 18:41:42

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     4. L3Q EDGEWATER ST NB *     120       42       2.0       222       1600
 .04     1        3
     7. L4Q EDGEWATER ST SB *     120       78       2.0       257       1600
 .04     1        3
    13. L8Q BAY ST NB 3-2   *     120       42       2.0       735       1600
 .04     1        3
    15. L9Q BAY ST NB 5-4T  *     120       42       2.0       753       1600
 .04     1        3
    20. L13Q BAY ST SB 3-2  *     120       42       2.0       730       1600
 .04     1        3
    22. L14Q BAY ST SB 1T-3 *     120       42       2.0       557       1600
 .04     1        3
    27. L19Q VANDERBILT AVE *     120       78       2.0       181       1600
 .04     1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC G1	1570.0	1110.0	6.0
2. REC G2	1624.0	966.0	6.0
3. REC G3	1463.0	787.0	6.0
4. REC G4	1175.0	485.0	6.0
5. REC G5	1199.0	437.0	6.0
6. REC G6	1478.0	738.0	6.0
7. REC G7	1665.0	932.0	6.0
8. REC G8	1728.0	842.0	6.0
9. REC G9	1814.0	728.0	6.0
10. REC G10	1946.0	606.0	6.0
11. REC G11	1889.0	716.0	6.0
12. REC G12	1931.0	760.0	6.0
13. REC G13	2036.0	658.0	6.0
14. REC G14	2065.0	687.0	6.0
15. REC G15	1922.0	819.0	6.0
16. REC G16	1744.0	925.0	6.0

17.	REC	G17	*	1814.0	841.0	6.0	*
18.	REC	G18	*	1717.0	1010.0	6.0	*
19.	REC	G19	*	1691.0	1039.0	6.0	*
20.	REC	G20	*	1577.0	1215.0	6.0	*

JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	1.	1.	0.	0.	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
5.	*	1.	1.	0.	0.	0.	0.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
10.	*	1.	1.	0.	0.	0.	0.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
15.	*	1.	1.	0.	0.	0.	1.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
20.	*	1.	1.	0.	0.	0.	1.	1.	2.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
25.	*	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
30.	*	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
35.	*	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
40.	*	1.	1.	1.	0.	0.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
45.	*	1.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
50.	*	1.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
55.	*	2.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
60.	*	2.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
65.	*	2.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
70.	*	2.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
75.	*	2.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
80.	*	2.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
85.	*	2.	1.	1.	0.	0.	0.	2.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
90.	*	2.	1.	1.	0.	0.	0.	2.	1.	1.	0.	0.	1.								

```
1.    0.    0.    1.    1.    0.    0.    0.
  95.  *    2.    2.    1.    0.    0.    0.    2.    1.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 100.  *    2.    2.    1.    0.    0.    0.    2.    1.    1.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 105.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 110.  *    2.    2.    0.    0.    0.    0.    2.    2.    2.    0.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 115.  *    2.    2.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 120.  *    2.    2.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 125.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    2.
1.    0.    0.    2.    1.    1.    1.    0.
 130.  *    2.    2.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    1.    1.    2.    1.    1.    1.    0.
 135.  *    3.    1.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    1.    1.    2.    1.    1.    1.    0.
 140.  *    3.    1.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    1.    1.    2.    1.    2.    2.    1.
 145.  *    3.    1.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.
0.    1.    1.    2.    1.    2.    2.    2.
 150.  *    2.    1.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.
0.    1.    1.    3.    1.    2.    2.    2.
 155.  *    2.    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.    1.
0.    1.    1.    3.    2.    2.    2.    2.
 160.  *    1.    0.    0.    0.    0.    0.    0.    0.    1.    2.    2.    1.
1.    1.    2.    3.    2.    2.    2.    3.
 165.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    2.    3.    2.    2.    2.    2.
 170.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    1.    2.    1.    2.    2.    2.
 175.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    1.    1.
1.    1.    1.    2.    1.    1.    1.    2.
 180.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 185.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 190.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 195.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 200.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 205.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
```

PAGE 4

JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 215.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
```

```
 220.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 225.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    1.    1.    1.    1.    1.
 230.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 235.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 240.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 245.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 250.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 255.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 260.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 265.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 270.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 275.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 280.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 285.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 290.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    2.    2.    1.    1.    1.    1.
 295.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    2.    2.    1.    1.    2.    2.
 300.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    2.    1.
1.    1.    2.    2.    2.    2.    2.    2.
 305.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    2.
2.    2.    2.    2.    2.    2.    2.    2.
 310.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    2.
2.    1.    1.    3.    2.    2.    2.    2.
 315.  *    1.    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.
2.    1.    2.    3.    2.    2.    2.    2.
 320.  *    1.    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.
2.    1.    1.    3.    2.    2.    2.    3.
 325.  *    2.    1.    0.    0.    0.    0.    2.    2.    2.    2.    2.    2.
2.    1.    1.    3.    2.    2.    2.    2.
 330.  *    2.    1.    0.    0.    0.    0.    2.    2.    3.    2.    2.    2.
1.    0.    0.    3.    2.    1.    1.    2.
 335.  *    2.    1.    0.    0.    0.    0.    2.    3.    3.    1.    1.    1.
1.    0.    0.    2.    1.    1.    1.    1.
 340.  *    2.    1.    0.    0.    0.    0.    3.    3.    2.    1.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 345.  *    2.    1.    1.    0.    0.    1.    2.    2.    2.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 350.  *    2.    1.    1.    0.    0.    1.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 355.  *    2.    1.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 360.  *    1.    1.    0.    0.    1.    1.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX  *    3.    2.    1.    1.    1.    1.    3.    3.    3.    2.    2.    2.
2.    2.    2.    3.    2.    2.    2.    3.
```

```
 DEGR. *  140   115    45    50     0     0   340   335   335   325   320   325
320   305   295   315   320   160   320   320

 THE HIGHEST CONCENTRATION OF      3. ug/m**3 OCCURRED AT RECEPTOR REC16.
```

```
                                        Sta_Gre
'PM25 2015 AM Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1       '        1570    1110    6
'REC    G2       '        1624    966     6
'REC    G3       '        1463    787     6
'REC    G4       '        1175    485     6
'REC    G5       '        1199    437     6
'REC    G6       '        1478    738     6
'REC    G7       '        1665    932     6
'REC    G8       '        1728    842     6
'REC    G9       '        1814    728     6
'REC    G10      '        1946    606     6
'REC    G11      '        1889    716     6
'REC    G12      '        1931    760     6
'REC    G13      '        2036    658     6
'REC    G14      '        2065    687     6
'REC    G15      '        1922    819     6
'REC    G16      '        1744    925     6
'REC    G17      '        1814    841     6
'REC    G18      '        1717    1010    6
'REC    G19      '        1691    1039    6
'REC    G20      '        1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'P'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 311. 0.022 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 311. 0.022 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 222. 0.022 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 222 0.044 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 1. 0.022 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 257. 0.022 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 257 0.044 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 283. 0.022 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 233. 0.022 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 233. 0.022 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 702. 0.022 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 735. 0.022 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 735 0.044 1600 1 3
1
```

```
'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 753. 0.022 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 753 0.044 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 667. 0.022 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 667. 0.022 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 730. 0.022 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 730. 0.022 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 730 0.044 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 557. 0.022 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 557 0.044 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 610. 0.022 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 532. 0.022 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 178. 0.022 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 181. 0.022 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 181 0.044 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 440. 0.022 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

```
▯                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                        PAGE  1

      JOB: PM25 2015 AM Build Alt-A Stapleton                    RUN: Hanna & Bay ST
Intersection

      DATE :  2/28/ 6
      TIME : 18:35:42

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S        VD =    .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)      ATIM =  60. MINUTES      MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                                *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
      1. L1 BAY ST NB UP 1-2 *    950.0    2917.0    1082.0    3250.0 *     358.
22. AG    661.    .0    .0 40.0
      2. L2 BAY ST NB UP 2-3 *   1082.0    3250.0    1146.0    3443.0 *     203.
18. AG    661.    .0    .0 40.0
      3. L3 BAY ST NB UP 3-4 *   1146.0    3443.0    1058.0    3744.0 *     314.
344. AG   781.    .0    .0 40.0
      4. L3Q BAY ST NB UP 3-4*   1058.0    3744.0    1083.1    3658.0 *      90.
164. AG     0. 100.0    .0 20.0  .40   4.6
      5. L4 BAY ST NB UP 4-5 *   1058.0    3744.0     982.0    3913.0 *     185.
336. AG   947.    .0    .0 40.0
      6. L5 BAY ST NB UP 5-6 *    982.0    3913.0    1020.0    4076.0 *     167.
13. AG    951.    .0    .0 40.0
      7. L5Q BAY ST NB UP 5-6*   1020.0    4076.0     995.2    3969.8 *     109.
193. AG     0. 100.0    .0 20.0  .48   5.5
      8. L6 BAY ST NB UP 6-7 *   1020.0    4076.0    1076.0    4394.0 *     323.
10. AG   1116.    .0    .0 40.0
      9. L7 BAY ST SB UP 1-2 *   1055.0    4396.0    1006.0    4080.0 *     320.
189. AG   1027.    .0    .0 40.0
     10. L7Q BAY ST SB UP 1-2*   1006.0    4080.0    1024.1    4196.4 *     118.
 9. AG     0. 100.0    .0 20.0  .52   6.0
     11. L8 BAY ST SB UP 2-3 *   1006.0    4080.0     952.0    3900.0 *     188.
197. AG   883.    .0    .0 40.0
     12. L9 BAY ST SB UP 3-4 *    952.0    3900.0    1016.0    3750.0 *     163.
157. AG   1138.    .0    .0 40.0
     13. L9Q BAY ST SB UP 3-4*   1016.0    3750.0     964.7    3870.2 *     131.
337. AG     0. 100.0    .0 20.0  .58   6.6
     14. L10 BAY ST SB UP 4-5*   1016.0    3750.0    1113.0    3446.0 *     319.
162. AG   728.    .0    .0 40.0
     15. L11 BAY ST SB UP 5-6*   1113.0    3446.0    1075.0    3258.0 *     192.
191. AG   744.    .0    .0 40.0
     16. L12 BAY ST SB UP 6-7*   1075.0    3258.0     943.0    2916.0 *     367.
201. AG   744.    .0    .0 40.0
     17. L13 HANNAH ST 1-2 WB*   1120.0    3789.0    1035.0    3758.0 *      90.
250. AG   284.    .0    .0 32.0
     18. L13Q HANNAH ST 1-2 W*   1035.0    3758.0    1148.8    3799.5 *     121.
70. AG     0. 100.0    .0 12.0  .56   6.2
     19. L14 HANNAH ST 2-3 WB*   1035.0    3758.0     885.0    3708.0 *     158.
```

```
252. AG    160.    .0    .0 32.0
     20. L15 HANNAH ST 3-4 WB*    885.0    3708.0    703.0    3659.0 *    188.
255. AG    160.    .0    .0 32.0
     21. L13a HANNAH ST 1-2 E*    709.0    3649.0    890.0    3698.0 *    188.
75. AG     72.    .0    .0 32.0
     22. L14a HANNAH ST 2-3 E*    890.0    3698.0   1036.0    3748.0 *    154.
71. AG     72.    .0    .0 32.0
     23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0   1006.9    3738.1 *     31.
251. AG      0. 100.0    .0 12.0  .14   1.6
     24. L15a HANNAH ST 3-4 E*   1036.0    3748.0   1125.0    3779.0 *     94.
71. AG    440.    .0    .0 32.0
     25. L16 VICTORY BLVD EB *    680.0    4164.0    860.0    4082.0 *    198.
114. AG    338.    .0    .0 40.0
     26. L17 VICTORY BLVD EB *    860.0    4082.0    988.0    4068.0 *    129.
96. AG    338.    .0    .0 40.0
     27. L17Q VICTORY BLVD EB*    988.0    4068.0    916.3    4075.8 *     72.
276. AG      0. 100.0    .0 20.0  .33   3.7
     28. L18 VICTORY BLVD EB *    988.0    4068.0   1373.0    4104.0 *    387.
85. AG     27.    .0    .0 40.0
     29. L19 VICTORY BLVD WB *   1374.0    4136.0   1040.0    4091.0 *    337.
262. AG     20.    .0    .0 40.0
     30. L19Q VICTORY BLVD WB*   1040.0    4091.0   1044.2    4091.6 *      4.
82. AG      0. 100.0    .0 20.0  .02    .2
     31. L20 VICTORY BLVD WB *   1040.0    4091.0    878.0    4101.0 *    162.
274. AG    310.    .0    .0 40.0
     32. L21 VICTORY BLVD WB *    878.0    4101.0    677.0    4179.0 *    216.
291. AG    310.    .0    .0 40.0
```


JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/28/ 6
TIME : 18:35:42

```
     4. L3Q BAY ST NB UP 3-4*     120       42       2.0       781       1600
 .04     1        3
     7. L5Q BAY ST NB UP 5-6*     120       42       2.0       951       1600
 .04     1        3
    10. L7Q BAY ST SB UP 1-2*     120       42       2.0      1027       1600
 .04     1        3
    13. L9Q BAY ST SB UP 3-4*     120       42       2.0      1138       1600
 .04     1        3
    18. L13Q HANNAH ST 1-2 W*     120       78       2.0       284       1600
 .04     1        3
    23. L14aQ HANNAH ST 2-3 *     120       78       2.0        72       1600
 .04     1        3
    27. L17Q VICTORY BLVD EB*     120       78       2.0       338       1600
 .04     1        3
    30. L19Q VICTORY BLVD WB*     120       78       2.0        20       1600
 .04     1        3
```

RECEPTOR LOCATIONS

```
                                 *          COORDINATES (FT)          *
   RECEPTOR                      *      X          Y          Z      *
-------------------------------*-----------------------------------*
  1. REC    H1                   *     1133.0     3803.0       6.0   *
  2. REC    H2                   *     1059.0     3786.0       6.0   *
  3. REC    H3                   *     1023.0     3868.0       6.0   *
  4. REC    H4                   *      926.0     3899.0       6.0   *
  5. REC    H5                   *      978.0     3762.0       6.0   *
  6. REC    H6                   *      899.0     3738.0       6.0   *
```

7.	REC	H7	*	857.0	3729.0	6.0	*
8.	REC	H8	*	716.0	3681.0	6.0	*
9.	REC	H9	*	711.0	3624.0	6.0	*
10.	REC	H10	*	788.0	3645.0	6.0	*
11.	REC	H11	*	873.0	3673.0	6.0	*
12.	REC	H12	*	916.0	3685.0	6.0	*
13.	REC	H13	*	1007.0	3720.0	6.0	*
14.	REC	H14	*	1025.0	3634.0	6.0	*
15.	REC	H15	*	955.0	3608.0	6.0	*
16.	REC	H16	*	1135.0	3620.0	6.0	*
17.	REC	H17	*	1099.0	3714.0	6.0	*
18.	REC	H18	*	1085.0	3750.0	6.0	*
19.	REC	H19	*	1148.0	3772.0	6.0	*

JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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
0.	*	0.	1.	2.	1.	3.	0.	0.	0.	0.	0.	0.	1.	4.	2.	1.	0.	1.	1.	0.
5.	*	0.	1.	2.	1.	3.	1.	0.	0.	0.	0.	1.	1.	3.	2.	2.	0.	1.	1.	0.
10.	*	0.	0.	1.	1.	3.	1.	0.	0.	0.	0.	1.	2.	3.	2.	2.	0.	0.	1.	0.
15.	*	0.	0.	1.	2.	3.	1.	1.	0.	0.	1.	1.	2.	3.	2.	2.	0.	0.	1.	0.
20.	*	0.	0.	0.	2.	2.	2.	1.	0.	0.	1.	1.	2.	2.	2.	1.	0.	0.	1.	0.
25.	*	0.	0.	0.	3.	2.	2.	1.	0.	1.	1.	1.	1.	2.	2.	1.	0.	0.	1.	0.
30.	*	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	1.	0.	0.	1.	0.
35.	*	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
40.	*	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
45.	*	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
50.	*	0.	0.	0.	2.	2.	1.	1.	0.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
55.	*	0.	0.	0.	1.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
60.	*	0.	0.	0.	1.	2.	1.	1.	0.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
65.	*	0.	0.	0.	1.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.

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


JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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 WIND   * CONCENTRATION
 ANGLE  *       (ug/m**3)
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 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19

------*-----------------------------------------------------------------------------
-------------------------------------
 210.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 215.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 220.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 225.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 230.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 235.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 240.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 245.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 250.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 255.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 260.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 265.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 270.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 275.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 280.  *    1.    2.    1.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 285.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    2.
 290.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    2.
 295.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    1.
 300.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    1.
 305.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    1.
 310.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    1.
 315.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    1.
 320.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    1.
 325.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.
 330.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.
 335.  *    1.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    1.
 340.  *    1.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
2.    1.    0.    2.    1.    2.    1.
 345.  *    1.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
3.    2.    0.    1.    1.    2.    1.
 350.  *    1.    2.    2.    0.    2.    0.    0.    0.    0.    0.    0.    0.
3.    2.    0.    1.    1.    2.    1.
```

```
 355.  *    0.    1.    2.    0.    2.    0.    0.    0.    0.    0.    0.    0.
4.    2.    1.    1.    1.    2.    0.
 360.  *    0.    1.    2.    1.    3.    0.    0.    0.    0.    0.    0.    1.
4.    2.    1.    0.    1.    1.    0.

------*-------------------------------------------------------------------------------
-------------------------------------
 MAX   *    2.    4.    3.    3.    3.    2.    1.    1.    1.    1.    1.    2.
4.    2.    2.    2.    2.    3.    2.
 DEGR. *  230   175   175    25     5    25    75   120    40    30    20    20
355   355     5   325   320   305   265
```

THE HIGHEST CONCENTRATION OF 4. ug/m**3 OCCURRED AT RECEPTOR REC13.

```
                                        Sta_Han
'PM25 2015 AM Build Alt-A Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1        '       1133    3803    6
'REC    H2        '       1059    3786    6
'REC    H3        '       1023    3868    6
'REC    H4        '       926     3899    6
'REC    H5        '       978     3762    6
'REC    H6        '       899     3738    6
'REC    H7        '       857     3729    6
'REC    H8        '       716     3681    6
'REC    H9        '       711     3624    6
'REC    H10       '       788     3645    6
'REC    H11       '       873     3673    6
'REC    H12       '       916     3685    6
'REC    H13       '       1007    3720    6
'REC    H14       '       1025    3634    6
'REC    H15       '       955     3608    6
'REC    H16       '       1135    3620    6
'REC    H17       '       1099    3714    6
'REC    H18       '       1085    3750    6
'REC    H19       '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'P'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 661. 0.022 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 661. 0.022 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 781. 0.022 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 781 0.044 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 947. 0.022 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 951. 0.022 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 951 0.044 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 1116. 0.022 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1027. 0.022 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1027 0.044 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 883. 0.022 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1138. 0.022 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1138 0.044 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 728. 0.022 0. 40.
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```
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 744. 0.022 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 744. 0.022 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 284. 0.022 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 284 0.044 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 160. 0.022 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 160. 0.022 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 72. 0.022 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 72. 0.022 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 72 0.044 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 440. 0.022 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 338. 0.022 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 338. 0.022 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 338 0.044 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 27. 0.022 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 20. 0.022 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 20 0.044 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 310. 0.022 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 310. 0.022 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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▯                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                        PAGE  1

      JOB: PM25 2015 AM Build Alt-A Stapleton                    RUN: Vanderbilt Ave
& Bay ST Intersection

      DATE :  2/28/ 6
      TIME : 18:40:23

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S        VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                                *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*------------------
---------------------------------------
      1. L1 EDGEWATER ST NB 1*   2485.0     342.0    2312.0     439.0 *     198.
299. AG    311.    .0    .0 32.0
      2. L2 EDGEWATER ST NB 2*   2312.0     439.0    2073.0     653.0 *     321.
312. AG    311.    .0    .0 32.0
      3. L3 EDGEWATER ST NB 3*   2073.0     653.0    1747.0     962.0 *     449.
313. AG    222.    .0    .0 32.0
      4. L3Q EDGEWATER ST NB *   1747.0     962.0    1759.3     950.3 *      17.
133. AG      0. 100.0    .0 30.0  .08    .9
      5. L3a EDGEWATER ST NB *   1747.0     962.0    1613.0    1141.0 *     224.
323. AG      1.    .0    .0 32.0
      6. L4a EDGEWATER ST SB *   2064.0     647.0    1592.0    1130.0 *     675.
316. AG    257.    .0    .0 32.0
      7. L4Q EDGEWATER ST SB *   1592.0    1130.0    1617.3    1104.1 *      36.
136. AG      0. 100.0    .0 30.0  .17   1.8
      8. L4 EDGEWATER ST SB 4*   1735.0     949.0    2064.0     647.0 *     447.
133. AG    283.    .0    .0 32.0
      9. L5 EDGEWATER ST SB 5*   2064.0     647.0    2306.0     432.0 *     324.
132. AG    233.    .0    .0 32.0
     10. L6 EDGEWATER ST SB 6*   2306.0     432.0    2503.0     310.0 *     232.
122. AG    233.    .0    .0 32.0
     11. L7 BAY ST NB 1-2    *   2252.0      18.0    1867.0     710.0 *     792.
331. AG    702.    .0    .0 32.0
     12. L8 BAY ST NB 2-4T   *   1867.0     710.0    1682.0     992.0 *     337.
327. AG    735.    .0    .0 32.0
     13. L8Q BAY ST NB 3-2   *   1720.0     939.0    1750.4     891.6 *      56.
147. AG      0. 100.0    .0 30.0  .25   2.9
     14. L9 BAY ST NB 4T-5   *   1682.0     992.0    1484.0    1339.0 *     400.
330. AG    753.    .0    .0 32.0
     15. L9Q BAY ST NB 5-4T  *   1484.0    1339.0    1512.6    1288.9 *      58.
150. AG      0. 100.0    .0 30.0  .25   2.9
     16. L10 BAY ST NB 5-6   *   1484.0    1339.0    1264.0    1654.0 *     384.
325. AG    667.    .0    .0 32.0
     17. L11 BAY ST NB 6-7   *   1264.0    1654.0    1049.0    2127.0 *     520.
336. AG    667.    .0    .0 32.0
     18. L12 BAY ST SB 1-2   *   1030.0    2123.0    1244.0    1644.0 *     525.
156. AG    730.    .0    .0 32.0
     19. L13 BAY ST SB 2-3   *   1244.0    1644.0    1445.0    1358.0 *     350.
```

```
145. AG    730.    .0    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1412.9    1403.7 *      56.
325. AG      0. 100.0    .0 30.0  .25   2.8
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    557.    .0    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.6    1001.3 *      42.
331. AG      0. 100.0    .0 30.0  .19   2.2
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    610.    .0    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    532.    .0    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    178.    .0    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    181.    .0    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1437.8    1307.6 *      26.
236. AG      0. 100.0    .0 30.0  .12   1.3
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    440.    .0    .0 32.0
```



```
     JOB: PM25 2015 AM Build Alt-A Stapleton                    RUN: Vanderbilt Ave
& Bay ST Intersection

     DATE :  2/28/ 6
     TIME : 18:40:23

      4. L3Q EDGEWATER ST NB *     120       42       2.0       222       1600
 .04      1        3
      7. L4Q EDGEWATER ST SB *     120       78       2.0       257       1600
 .04      1        3
     13. L8Q BAY ST NB 3-2   *     120       42       2.0       735       1600
 .04      1        3
     15. L9Q BAY ST NB 5-4T  *     120       42       2.0       753       1600
 .04      1        3
     20. L13Q BAY ST SB 3-2  *     120       42       2.0       730       1600
 .04      1        3
     22. L14Q BAY ST SB 1T-3 *     120       42       2.0       557       1600
 .04      1        3
     27. L19Q VANDERBILT AVE *     120       78       2.0       181       1600
 .04      1        3

      RECEPTOR LOCATIONS
      ------------------
                                 *          COORDINATES (FT)          *
        RECEPTOR                 *      X          Y          Z       *
    ------------------------------*-----------------------------------*
     1. REC    Va1                *     1235.0     1630.0       6.0    *
     2. REC    Va2                *     1330.0     1496.0       6.0    *
     3. REC    Va3                *     1429.0     1355.0       6.0    *
     4. REC    Va4                *     1259.0     1234.0       6.0    *
     5. REC    Va5                *     1057.0     1096.0       6.0    *
     6. REC    Va6                *      867.0      977.0       6.0    *
     7. REC    Va7                *      904.0      917.0       6.0    *
     8. REC    Va8                *     1093.0     1047.0       6.0    *
     9. REC    Va9                *     1292.0     1184.0       6.0    *
    10. REC    Va10               *     1395.0     1252.0       6.0    *
    11. REC    Va11               *     1463.0     1303.0       6.0    *
    12. REC    Va12               *     1510.0     1239.0       6.0    *
    13. REC    Va13               *     1534.0     1171.0       6.0    *
    14. REC    Va14               *     1579.0     1205.0       6.0    *
    15. REC    Va15               *     1493.0     1344.0       6.0    *
    16. REC    Va16               *     1542.0     1372.0       6.0    *
```

17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	* 2.	1.	2.	0.	0.	0.	1.	1.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.
5.	* 2.	1.	2.	1.	0.	0.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.
10.	* 1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
15.	* 1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
20.	* 1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
25.	* 1.	1.	2.	1.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
30.	* 1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
35.	* 1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
40.	* 1.	1.	2.	1.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
45.	* 1.	1.	2.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
50.	* 1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
55.	* 1.	1.	2.	1.	1.	1.	0.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
60.	* 1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
65.	* 1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
70.	* 1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
75.	* 1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
80.	* 1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
85.	* 1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
90.	* 1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	1.	1.								

```
1.    0.    0.    0.    0.    0.    0.    0.
  95.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    1.    1.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 100.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    1.    1.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 105.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    1.    1.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 110.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    1.    1.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 115.  *    2.    2.    2.    1.    1.    1.    0.    0.    1.    1.    1.    1.
2.    0.    0.    0.    0.    0.    0.    0.
 120.  *    2.    2.    2.    1.    1.    1.    0.    0.    1.    1.    2.    1.
2.    0.    0.    0.    0.    0.    0.    0.
 125.  *    2.    2.    2.    1.    1.    1.    0.    0.    1.    1.    2.    2.
2.    0.    1.    0.    0.    0.    0.    0.
 130.  *    2.    2.    3.    1.    1.    0.    0.    0.    0.    1.    2.    2.
2.    0.    1.    0.    0.    0.    0.    0.
 135.  *    2.    2.    3.    1.    1.    0.    0.    0.    0.    1.    2.    2.
3.    1.    1.    0.    0.    0.    0.    1.
 140.  *    3.    3.    4.    1.    1.    0.    0.    0.    0.    1.    3.    3.
3.    1.    2.    0.    0.    0.    1.    1.
 145.  *    2.    3.    3.    1.    1.    0.    0.    0.    0.    1.    3.    3.
3.    2.    3.    1.    0.    0.    2.    2.
 150.  *    2.    2.    3.    1.    1.    0.    0.    0.    0.    0.    2.    3.
2.    2.    3.    1.    1.    0.    2.    3.
 155.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    0.    2.    2.
1.    3.    3.    1.    1.    1.    3.    3.
 160.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    1.    1.
1.    3.    4.    1.    1.    1.    3.    2.
 165.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    1.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 170.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 175.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 180.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 185.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    1.    2.    1.    1.    1.    2.    2.
 190.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 195.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 200.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 205.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
```


JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 215.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
```

```
 220.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 225.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 230.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 235.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    1.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 240.  *    0.    0.    1.    1.    1.    0.    0.    0.    1.    1.    1.    0.
0.    1.    2.    2.    1.    1.    2.    1.
 245.  *    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 250.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 255.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 260.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    1.    1.    1.    0.    1.    1.
 265.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 270.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 275.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    1.    1.    1.    0.    1.    1.
 280.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 285.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 290.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    2.    2.    1.    1.    1.    1.    1.
 295.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    2.    2.
 300.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 305.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 310.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 315.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    2.    2.
1.    2.    3.    1.    1.    0.    2.    2.
 320.  *    0.    1.    2.    0.    0.    0.    0.    0.    0.    0.    3.    2.
1.    3.    3.    1.    1.    0.    2.    2.
 325.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    3.    2.
2.    2.    2.    1.    0.    0.    2.    2.
 330.  *    1.    2.    3.    0.    0.    0.    0.    0.    0.    1.    4.    3.
2.    2.    2.    0.    0.    0.    1.    1.
 335.  *    2.    2.    3.    0.    0.    0.    0.    0.    0.    1.    4.    3.
3.    1.    1.    0.    0.    0.    1.    1.
 340.  *    2.    2.    3.    0.    0.    0.    0.    0.    1.    1.    3.    3.
2.    1.    1.    0.    0.    0.    0.    1.
 345.  *    2.    2.    3.    0.    0.    0.    0.    0.    1.    1.    3.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 350.  *    2.    2.    2.    0.    0.    0.    0.    0.    1.    1.    3.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 355.  *    2.    2.    2.    1.    0.    0.    0.    1.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 360.  *    2.    1.    2.    0.    0.    0.    1.    1.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX  *    3.    3.    4.    1.    1.    1.    1.    1.    1.    1.    4.    3.
3.    3.    4.    2.    1.    1.    3.    3.
```

```
 DEGR. *  140    140    140     65     65     65     40     35      0      0    335    140
140    160    160    240    235    225    155    155

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC11.
```

```
                                        Sta_Van
'PM25 2015 AM Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1     '       1235    1630    6
'REC    Va2     '       1330    1496    6
'REC    Va3     '       1429    1355    6
'REC    Va4     '       1259    1234    6
'REC    Va5     '       1057    1096    6
'REC    Va6     '       867     977     6
'REC    Va7     '       904     917     6
'REC    Va8     '       1093    1047    6
'REC    Va9     '       1292    1184    6
'REC    Va10    '       1395    1252    6
'REC    Va11    '       1463    1303    6
'REC    Va12    '       1510    1239    6
'REC    Va13    '       1534    1171    6
'REC    Va14    '       1579    1205    6
'REC    Va15    '       1493    1344    6
'REC    Va16    '       1542    1372    6
'REC    Va17    '       1571    1396    6
'REC    Va18    '       1546    1460    6
'REC    Va19    '       1450    1416    6
'REC    Va20    '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'P'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 311. 0.022 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 311. 0.022 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 222. 0.022 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 222 0.044 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 1. 0.022 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 257. 0.022 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 257 0.044 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 283. 0.022 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 233. 0.022 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 233. 0.022 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 702. 0.022 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 735. 0.022 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 735 0.044 1600 1 3
1
```

```
'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 753. 0.022 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 753 0.044 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 667. 0.022 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 667. 0.022 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 730. 0.022 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 730. 0.022 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 730 0.044 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 557. 0.022 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 557 0.044 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 610. 0.022 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 532. 0.022 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 178. 0.022 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 181. 0.022 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 181 0.044 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 440. 0.022 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/28/ 6
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The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	661.	.0	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	661.	.0	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	781.	.0	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1083.1	3658.0	*	90.	164.	AG	0.	100.0	.0	20.0	.40	4.6
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	947.	.0	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	951.	.0	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	995.2	3969.8	*	109.	193.	AG	0.	100.0	.0	20.0	.48	5.5
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	1116.	.0	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1027.	.0	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1024.1	4196.4	*	118.	9.	AG	0.	100.0	.0	20.0	.52	6.0
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	883.	.0	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1138.	.0	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	964.7	3870.2	*	131.	337.	AG	0.	100.0	.0	20.0	.58	6.6
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	728.	.0	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	744.	.0	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	744.	.0	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	284.	.0	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1148.8	3799.5	*	121.	70.	AG	0.	100.0	.0	12.0	.56	6.2
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    160.     .0     .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    160.     .0     .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     72.     .0     .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     72.     .0     .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1006.9    3738.1 *      31.
251. AG      0. 100.0     .0 12.0  .14   1.6
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    440.     .0     .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    338.     .0     .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    338.     .0     .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     916.3    4075.8 *      72.
276. AG      0. 100.0     .0 20.0  .33   3.7
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG     27.     .0     .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     20.     .0     .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1044.2    4091.6 *       4.
82. AG      0. 100.0     .0 20.0  .02    .2
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    310.     .0     .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    310.     .0     .0 40.0
```


JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/28/ 6
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```
      4. L3Q BAY ST NB UP 3-4*     120       42       2.0       781       1600
 .04      1        3
      7. L5Q BAY ST NB UP 5-6*     120       42       2.0       951       1600
 .04      1        3
     10. L7Q BAY ST SB UP 1-2*     120       42       2.0      1027       1600
 .04      1        3
     13. L9Q BAY ST SB UP 3-4*     120       42       2.0      1138       1600
 .04      1        3
     18. L13Q HANNAH ST 1-2 W*     120       78       2.0       284       1600
 .04      1        3
     23. L14aQ HANNAH ST 2-3 *     120       78       2.0        72       1600
 .04      1        3
     27. L17Q VICTORY BLVD EB*     120       78       2.0       338       1600
 .04      1        3
     30. L19Q VICTORY BLVD WB*     120       78       2.0        20       1600
 .04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0

7.	REC	V7	*	1040.0	4396.0	6.0	*
8.	REC	V8	*	966.0	4116.0	6.0	*
9.	REC	V9	*	888.0	4115.0	6.0	*
10.	REC	V10	*	839.0	4137.0	6.0	*
11.	REC	V11	*	1025.0	4034.0	6.0	*
12.	REC	V12	*	891.0	3999.0	6.0	*
13.	REC	V13	*	956.0	4055.0	6.0	*
14.	REC	V14	*	1133.0	4039.0	6.0	*
15.	REC	V15	*	1217.0	4050.0	6.0	*
16.	REC	V16	*	1337.0	4064.0	6.0	*

JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	*	0.	0.	4.	2.	0.	0.	0.	0.	0.	0.	4.	0.	1.	0.	0.	0.
5.	*	0.	0.	3.	2.	0.	1.	0.	0.	0.	0.	4.	0.	1.	0.	0.	0.
10.	*	0.	0.	3.	2.	0.	1.	0.	0.	0.	0.	3.	0.	2.	0.	0.	0.
15.	*	0.	0.	2.	1.	0.	2.	0.	1.	0.	0.	2.	1.	2.	0.	0.	0.
20.	*	0.	0.	2.	1.	0.	2.	0.	1.	0.	0.	2.	1.	3.	0.	0.	0.
25.	*	0.	0.	1.	1.	0.	2.	0.	1.	0.	0.	1.	1.	3.	0.	0.	0.
30.	*	0.	0.	1.	1.	0.	2.	0.	2.	0.	0.	1.	2.	3.	0.	0.	0.
35.	*	0.	0.	1.	0.	0.	2.	0.	2.	1.	0.	0.	2.	3.	0.	0.	0.
40.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	0.	0.	1.	3.	0.	0.	0.
45.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	2.	3.	0.	0.	0.
55.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
65.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
70.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	2.	0.	0.	0.
75.	*	0.	0.	0.	0.	0.	2.	0.	1.	1.	1.	0.	1.				

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

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JOB: PM25 2015 AM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

```
 WIND   * CONCENTRATION
 ANGLE *       (ug/m**3)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16
```

```
------*-------------------------------------------------------------------------------------------
------------------
 210.  *    0.    0.    4.    3.    3.    0.    0.    1.    1.    1.    3.    0.
0.    1.    0.    0.
 215.  *    0.    0.    4.    3.    2.    0.    0.    1.    1.    0.    3.    0.
0.    1.    0.    0.
 220.  *    0.    0.    3.    3.    2.    0.    0.    1.    1.    0.    3.    0.
0.    1.    0.    0.
 225.  *    0.    0.    3.    3.    2.    0.    0.    1.    1.    1.    3.    0.
0.    1.    0.    0.
 230.  *    0.    1.    3.    2.    2.    0.    0.    1.    1.    1.    2.    0.
0.    1.    0.    0.
 235.  *    0.    1.    3.    2.    2.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 240.  *    0.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    0.    0.
 245.  *    0.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 250.  *    0.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    0.    0.
 255.  *    0.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 260.  *    1.    1.    2.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 265.  *    1.    1.    2.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 270.  *    0.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    1.
 275.  *    0.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
1.    1.    1.    1.
 280.  *    0.    1.    2.    2.    0.    0.    0.    0.    1.    1.    2.    0.
1.    1.    1.    1.
 285.  *    0.    1.    2.    2.    0.    0.    0.    0.    1.    1.    2.    0.
1.    1.    1.    0.
 290.  *    0.    1.    2.    2.    0.    0.    0.    0.    1.    1.    2.    0.
1.    1.    1.    0.
 295.  *    0.    1.    2.    2.    0.    0.    0.    0.    1.    0.    3.    0.
2.    1.    1.    0.
 300.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 305.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
2.    1.    1.    0.
 310.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    2.    0.
1.    1.    1.    0.
 315.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    2.    0.
1.    1.    1.    0.
 320.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    2.    0.
1.    1.    1.    0.
 325.  *    0.    0.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 330.  *    0.    0.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 335.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    0.    0.
 340.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    0.    0.
 345.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    4.    0.
1.    1.    0.    0.
 350.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    4.    0.
1.    1.    0.    0.
 355.  *    0.    0.    4.    2.    0.    0.    0.    0.    0.    0.    4.    0.
1.    0.    0.    0.
 360.  *    0.    0.    4.    2.    0.    0.    0.    0.    0.    0.    4.    0.
```

```
1.    0.    0.    0.

------*-------------------------------------------------------------------------------
-------------------
 MAX   *    1.    1.    4.    4.    3.    4.    4.    3.    2.    2.    4.    2.
3.    1.    1.    1.
 DEGR. *  260   260   200   200   195   180   180   170   155   115   355   145
35   290   280   200

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC4 .
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                                        Sta_Vic
'PM25 2015 AM Build Alt-A Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1       '       1328    4151    6
'REC    V2       '       1235    4141    6
'REC    V3       '       1041    4131    6
'REC    V4       '       1069    4277    6
'REC    V5       '       1094    4402    6
'REC    V6       '       1008    4231    6
'REC    V7       '       1040    4396    6
'REC    V8       '       966     4116    6
'REC    V9       '       888     4115    6
'REC    V10      '       839     4137    6
'REC    V11      '       1025    4034    6
'REC    V12      '       891     3999    6
'REC    V13      '       956     4055    6
'REC    V14      '       1133    4039    6
'REC    V15      '       1217    4050    6
'REC    V16      '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'P'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 661. 0.022 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 661. 0.022 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 781. 0.022 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 781 0.044 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 947. 0.022 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 951. 0.022 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 951 0.044 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 1116. 0.022 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1027. 0.022 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1027 0.044 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 883. 0.022 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1138. 0.022 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1138 0.044 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 728. 0.022 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 744. 0.022 0. 40.
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1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 744. 0.022 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 284. 0.022 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 284 0.044 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 160. 0.022 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 160. 0.022 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 72. 0.022 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 72. 0.022 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 72 0.044 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 440. 0.022 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 338. 0.022 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 338. 0.022 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 338 0.044 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 27. 0.022 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 20. 0.022 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 20 0.044 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 310. 0.022 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 310. 0.022 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                          PAGE  1

      JOB: CO 2015 PM Build Alt-A Stapleton                    RUN: Greenfield Ave
& Bay ST Intersection

      DATE :  2/28/ 6
      TIME : 17:44:47

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S        VD =    .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)      ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                                *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
      1. L1 EDGEWATER ST NB 1*   2485.0     342.0    2312.0     439.0 *     198.
299. AG    325.   6.1    .0 32.0
      2. L2 EDGEWATER ST NB 2*   2312.0     439.0    2073.0     653.0 *     321.
312. AG    325.   6.1    .0 32.0
      3. L3 EDGEWATER ST NB 3*   2073.0     653.0    1747.0     962.0 *     449.
313. AG    286.   6.1    .0 32.0
      4. L3Q EDGEWATER ST NB *   1747.0     962.0    1762.8     947.0 *      22.
133. AG    103. 100.0    .0 30.0  .10   1.1
      5. L3a EDGEWATER ST NB *   1747.0     962.0    1613.0    1141.0 *     224.
323. AG      1.   6.1    .0 32.0
      6. L4a EDGEWATER ST SB *   2064.0     647.0    1592.0    1130.0 *     675.
316. AG    196.   6.1    .0 32.0
      7. L4Q EDGEWATER ST SB *   1592.0    1130.0    1611.4    1110.2 *      28.
136. AG    192. 100.0    .0 30.0  .13   1.4
      8. L4 EDGEWATER ST SB 4*   1735.0     949.0    2064.0     647.0 *     447.
133. AG    167.   6.1    .0 32.0
      9. L5 EDGEWATER ST SB 5*   2064.0     647.0    2306.0     432.0 *     324.
132. AG    240.   6.1    .0 32.0
     10. L6 EDGEWATER ST SB 6*   2306.0     432.0    2503.0     310.0 *     232.
122. AG    240.   6.1    .0 32.0
     11. L7 BAY ST NB 1-2    *   2252.0      18.0    1867.0     710.0 *     792.
331. AG    706.   6.4    .0 32.0
     12. L8 BAY ST NB 2-4T   *   1867.0     710.0    1682.0     992.0 *     337.
327. AG    910.   9.3    .0 32.0
     13. L8Q BAY ST NB 3-2   *   1720.0     939.0    1757.6     880.4 *      70.
147. AG    103. 100.0    .0 30.0  .31   3.5
     14. L9 BAY ST NB 4T-5   *   1682.0     992.0    1484.0    1339.0 *     400.
330. AG    900.   9.3    .0 32.0
     15. L9Q BAY ST NB 5-4T  *   1484.0    1339.0    1518.1    1279.2 *      69.
150. AG    103. 100.0    .0 30.0  .30   3.5
     16. L10 BAY ST NB 5-6   *   1484.0    1339.0    1264.0    1654.0 *     384.
325. AG    863.   5.6    .0 32.0
     17. L11 BAY ST NB 6-7   *   1264.0    1654.0    1049.0    2127.0 *     520.
336. AG    863.   4.2    .0 32.0
     18. L12 BAY ST SB 1-2   *   1030.0    2123.0    1244.0    1644.0 *     525.
156. AG    711.   3.4    .0 32.0
     19. L13 BAY ST SB 2-3   *   1244.0    1644.0    1445.0    1358.0 *     350.
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145. AG    711.   8.5    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1413.7    1402.5 *      54.
325. AG    103. 100.0    .0 30.0  .24   2.8
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    572.   6.1    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.0    1002.3 *      44.
331. AG    103. 100.0    .0 30.0  .19   2.2
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    705.   3.5    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    753.   4.6    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    221.   6.1    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    201.   9.3    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1435.4    1305.9 *      29.
236. AG    192. 100.0    .0 30.0  .13   1.5
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    389.   9.3    .0 32.0
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JOB: CO 2015 PM Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 2/28/ 6
TIME : 17:44:47

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
4. L3Q EDGEWATER ST NB	120	42	2.0	286	1600	36.74	1	3
7. L4Q EDGEWATER ST SB	120	78	2.0	196	1600	36.74	1	3
13. L8Q BAY ST NB 3-2	120	42	2.0	910	1600	36.74	1	3
15. L9Q BAY ST NB 5-4T	120	42	2.0	900	1600	36.74	1	3
20. L13Q BAY ST SB 3-2	120	42	2.0	711	1600	36.74	1	3
22. L14Q BAY ST SB 1T-3	120	42	2.0	572	1600	36.74	1	3
27. L19Q VANDERBILT AVE	120	78	2.0	201	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC G1	1570.0	1110.0	6.0
2. REC G2	1624.0	966.0	6.0
3. REC G3	1463.0	787.0	6.0
4. REC G4	1175.0	485.0	6.0
5. REC G5	1199.0	437.0	6.0

6.	REC	G6	*	1478.0	738.0	6.0	*
7.	REC	G7	*	1665.0	932.0	6.0	*
8.	REC	G8	*	1728.0	842.0	6.0	*
9.	REC	G9	*	1814.0	728.0	6.0	*
10.	REC	G10	*	1946.0	606.0	6.0	*
11.	REC	G11	*	1889.0	716.0	6.0	*
12.	REC	G12	*	1931.0	760.0	6.0	*
13.	REC	G13	*	2036.0	658.0	6.0	*
14.	REC	G14	*	2065.0	687.0	6.0	*
15.	REC	G15	*	1922.0	819.0	6.0	*
16.	REC	G16	*	1744.0	925.0	6.0	*
17.	REC	G17	*	1814.0	841.0	6.0	*
18.	REC	G18	*	1717.0	1010.0	6.0	*
19.	REC	G19	*	1691.0	1039.0	6.0	*
20.	REC	G20	*	1577.0	1215.0	6.0	*

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	.5	.4	.0	.0	.0	.0	.6	.5	.4	.0	.0	.2	.1	.0	.0	.2	.0	.0	.0	.0
5.	*	.5	.4	.1	.0	.0	.1	.5	.5	.4	.0	.0	.1	.1	.0	.0	.2	.0	.0	.0	.0
10.	*	.5	.4	.1	.0	.1	.2	.5	.5	.4	.0	.0	.1	.1	.0	.0	.2	.0	.0	.0	.0
15.	*	.3	.4	.1	.0	.1	.2	.4	.6	.4	.0	.0	.1	.1	.0	.0	.2	.0	.0	.0	.0
20.	*	.3	.4	.1	.0	.1	.2	.3	.5	.3	.0	.0	.1	.1	.0	.0	.2	.0	.0	.0	.0
25.	*	.3	.5	.1	.0	.1	.2	.4	.5	.3	.0	.0	.1	.1	.0	.0	.2	.0	.0	.0	.0
30.	*	.3	.5	.1	.0	.1	.2	.3	.5	.3	.0	.0	.1	.1	.0	.0	.2	.0	.0	.0	.0
35.	*	.4	.5	.2	.0	.1	.0	.3	.4	.3	.0	.0	.1	.1	.0	.0	.2	.0	.0	.0	.0
40.	*	.4	.5	.2	.1	.1	.0	.3	.4	.3	.0	.0	.1	.1	.0	.0	.1	.0	.0	.0	.0
45.	*	.5	.6	.1	.1	.0	.0	.3	.4	.3	.0	.0	.1	.1	.0	.0	.1	.0	.0	.0	.0
50.	*	.6	.5	.1	.1	.0	.1	.3	.3	.3	.0	.0	.1	.1	.0	.0	.1	.0	.0	.0	.0
55.	*	.7	.5	.2	.1	.0	.1	.3	.3	.3	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0
60.	*	.7	.6	.2	.1	.0	.1	.3	.3	.3	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0

```
  65.  *    .7    .6    .2    .1    .0    .1    .3    .3    .3    .0    .0    .1
.1    .0    .0    .0    .0    .0    .0    .0
  70.  *    .8    .6    .2    .1    .0    .1    .4    .3    .3    .0    .0    .1
.1    .0    .0    .1    .0    .0    .0    .0
  75.  *    .8    .5    .2    .1    .0    .1    .5    .3    .3    .0    .0    .1
.1    .0    .0    .1    .0    .0    .0    .0
  80.  *    .7    .4    .2    .1    .0    .1    .5    .3    .3    .0    .0    .1
.1    .0    .0    .1    .0    .0    .0    .0
  85.  *    .7    .5    .2    .1    .0    .1    .5    .3    .3    .0    .0    .1
.1    .0    .0    .1    .0    .0    .0    .0
  90.  *    .6    .5    .2    .1    .0    .0    .4    .3    .3    .0    .0    .1
.0    .0    .0    .1    .0    .0    .0    .0
  95.  *    .6    .3    .2    .0    .0    .0    .5    .3    .3    .0    .0    .2
.0    .0    .0    .1    .1    .0    .0    .0
 100.  *    .5    .5    .1    .0    .0    .0    .5    .3    .3    .0    .0    .2
.0    .0    .0    .3    .1    .0    .0    .0
 105.  *    .5    .5    .0    .0    .0    .0    .5    .3    .4    .0    .0    .3
.1    .0    .0    .3    .1    .0    .0    .0
 110.  *    .5    .5    .0    .0    .0    .0    .5    .3    .3    .0    .0    .3
.1    .0    .0    .3    .1    .0    .0    .0
 115.  *    .7    .4    .0    .0    .0    .0    .5    .3    .3    .0    .0    .3
.2    .0    .0    .3    .2    .0    .0    .0
 120.  *    .6    .4    .0    .0    .0    .0    .5    .3    .4    .0    .0    .3
.2    .0    .0    .4    .1    .1    .1    .0
 125.  *    .7    .4    .0    .0    .0    .0    .6    .3    .3    .0    .0    .3
.2    .0    .0    .4    .0    .1    .1    .0
 130.  *    .6    .4    .0    .0    .0    .0    .5    .4    .4    .0    .0    .3
.2    .1    .1    .4    .0    .3    .1    .0
 135.  *    .5    .3    .0    .0    .0    .0    .5    .5    .4    .0    .0    .2
.2    .1    .1    .5    .0    .3    .2    .1
 140.  *    .8    .4    .0    .0    .0    .0    .6    .4    .5    .1    .1    .1
.0    .2    .2    .6    .0    .3    .4    .2
 145.  *    .8    .4    .0    .0    .0    .0    .4    .4    .5    .2    .1    .1
.0    .2    .2   1.0    .2    .5    .5    .3
 150.  *    .5    .0    .0    .0    .0    .0    .3    .3    .4    .4    .3    .0
.0    .2    .2   1.2    .3    .8    .6    .5
 155.  *    .4    .0    .0    .0    .0    .0    .1    .1    .3    .4    .4    .1
.0    .2    .3   1.2    .4    .7    .7    .6
 160.  *    .2    .0    .0    .0    .0    .0    .0    .0    .1    .4    .4    .2
.0    .1    .3   1.3    .5    .8    .5    .8
 165.  *    .1    .0    .0    .0    .0    .0    .0    .0    .1    .4    .4    .2
.1    .0    .4   1.1    .5    .6    .6    .7
 170.  *    .1    .1    .1    .0    .0    .0    .0    .0    .0    .4    .4    .2
.1    .1    .4   1.1    .4    .7    .6    .7
 175.  *    .1    .1    .1    .0    .0    .0    .0    .0    .0    .4    .3    .2
.2    .2    .4   1.1    .4    .6    .6    .7
 180.  *    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.2    .2    .3   1.0    .4    .5    .4    .6
 185.  *    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.2    .2    .3   1.0    .4    .5    .3    .5
 190.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .3    .9    .4    .3    .3    .5
 195.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .3    .9    .4    .2    .4    .4
 200.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .2    .8    .4    .2    .4    .4
 205.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .2    .8    .4    .2    .3    .4
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 WIND   * CONCENTRATION
 ANGLE  *      (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .2    .8    .4    .2    .5    .4
 215.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .2    .2
.1    .2    .2    .8    .3    .2    .6    .4
 220.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .2    .2
.1    .2    .2    .8    .3    .2    .6    .4
 225.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .2    .1
.1    .1    .2    .8    .3    .4    .4    .4
 230.  *    .0    .0    .1    .0    .0    .1    .1    .0    .0    .2    .2    .1
.1    .1    .2    .8    .3    .4    .4    .4
 235.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .2    .1
.1    .1    .2    .8    .3    .3    .4    .4
 240.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .2    .1
.1    .1    .2    .7    .3    .3    .4    .4
 245.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .3    .1
.1    .1    .2    .7    .3    .5    .3    .4
 250.  *    .0    .0    .0    .0    .0    .1    .0    .0    .0    .2    .3    .1
.1    .1    .2    .8    .3    .5    .3    .4
 255.  *    .0    .0    .0    .0    .0    .1    .0    .0    .0    .2    .3    .1
.1    .1    .2    .8    .3    .4    .3    .4
 260.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .4    .1
.1    .1    .2    .8    .3    .4    .3    .4
 265.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .3    .1
.1    .1    .2    .8    .4    .4    .3    .4
 270.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.1    .1    .2    .8    .4    .4    .3    .4
 275.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .1    .3    .8    .4    .3    .4    .4
 280.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .4    .2
.1    .2    .3    .9    .4    .4    .5    .4
 285.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .3    .9    .4    .4    .5    .4
 290.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .4    .2
.1    .3    .4    .9    .5    .4    .5    .5
 295.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .5    .2
.1    .3    .4    .8    .5    .5    .5    .5
 300.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .5    .3
.1    .3    .4    .9    .6    .5    .6    .6
 305.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .3    .5    .4
.3    .3    .5   1.1    .7    .6    .6    .7
 310.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .4    .6    .5
.4    .4    .4   1.1    .7    .6    .7    .9
 315.  *    .1    .0    .0    .0    .0    .0    .0    .0    .1    .5    .6    .5
.5    .2    .3   1.2    .7    .6    .7   1.0
 320.  *    .2    .0    .0    .0    .0    .0    .2    .1    .2    .5    .8    .5
.4    .0    .2   1.1    .7    .6    .6   1.0
 325.  *    .3    .0    .0    .0    .0    .0    .3    .4    .4    .5    .6    .4
.3    .0    .1   1.1    .6    .3    .7    .7
 330.  *    .6    .2    .0    .0    .0    .0    .6    .4    .7    .5    .3    .3
.3    .0    .0    .8    .3    .2    .3    .6
 335.  *    .7    .2    .0    .0    .0    .0    .7    .6    .7    .2    .2    .3
.3    .0    .0    .6    .1    .1    .1    .4
 340.  *    .7    .3    .0    .0    .0    .0    .9    .5    .7    .2    .1    .3
.3    .0    .0    .3    .0    .0    .0    .1
 345.  *    .7    .5    .0    .0    .0    .0   1.0    .5    .6    .0    .0    .2
.3    .0    .0    .3    .0    .0    .0    .0
```

```
 350.  *    .5    .5    .0    .0    .0    .0    .7    .5    .4    .0    .0    .2
.2    .0    .0    .3    .0    .0    .0    .0
 355.  *    .5    .4    .0    .0    .0    .0    .7    .5    .4    .0    .0    .2
.2    .0    .0    .2    .0    .0    .0    .0
 360.  *    .5    .4    .0    .0    .0    .0    .6    .5    .4    .0    .0    .2
.1    .0    .0    .2    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .8    .6    .2    .1    .1    .2   1.0    .6    .7    .5    .8    .5
.5    .4    .5   1.3    .7    .8    .7   1.0
 DEGR. *  140    45    35    40    10    10   345    15   330   315   320   310
315   310   305   160   305   150   155   315

 THE HIGHEST CONCENTRATION OF    1.30 PPM OCCURRED AT RECEPTOR REC16.
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                                                Sta_Gre
'CO 2015 PM Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1       '       1570    1110    6
'REC    G2       '       1624    966     6
'REC    G3       '       1463    787     6
'REC    G4       '       1175    485     6
'REC    G5       '       1199    437     6
'REC    G6       '       1478    738     6
'REC    G7       '       1665    932     6
'REC    G8       '       1728    842     6
'REC    G9       '       1814    728     6
'REC    G10      '       1946    606     6
'REC    G11      '       1889    716     6
'REC    G12      '       1931    760     6
'REC    G13      '       2036    658     6
'REC    G14      '       2065    687     6
'REC    G15      '       1922    819     6
'REC    G16      '       1744    925     6
'REC    G17      '       1814    841     6
'REC    G18      '       1717    1010    6
'REC    G19      '       1691    1039    6
'REC    G20      '       1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 325. 6.08 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 325. 6.08 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 286. 6.08 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 286 36.74 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 1. 6.08 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 196. 6.08 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 196 36.74 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 167. 6.08 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 240. 6.08 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 240. 6.08 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 706. 6.43 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 910. 9.34 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 910 36.74 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 900. 9.34 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 900 36.74 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 863. 5.55 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 863. 4.16 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 711. 3.42 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 711. 8.47 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 711 36.74 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 572. 6.08 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 572 36.74 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 705. 3.50 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 753. 4.62 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 221. 6.08 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 201. 9.34 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 201 36.74 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 389. 9.34 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                          PAGE  1

      JOB: CO 2015 PM Build Alt-A Stapleton                      RUN: Hanna & Bay ST
Intersection

      DATE :  2/28/ 6
      TIME : 18: 8:13

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =   .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
       1. L1 BAY ST NB UP 1-2 *    950.    2917.0    1082.0    3250.0 *     358.
22. AG    730.   3.4    .0 40.0
       2. L2 BAY ST NB UP 2-3 *   1082.    3250.0    1146.0    3443.0 *     203.
18. AG    730.   3.4    .0 40.0
       3. L3 BAY ST NB UP 3-4 *   1146.    3443.0    1058.0    3744.0 *     314.
344. AG   842.   3.4    .0 40.0
       4. L3Q BAY ST NB UP 3-4*   1058.    3744.0    1085.1    3651.2 *      97.
164. AG    69. 100.0    .0 20.0  .43   4.9
       5. L4 BAY ST NB UP 4-5 *   1058.    3744.0     982.0    3913.0 *     185.
336. AG   1032.   6.9    .0 40.0
       6. L5 BAY ST NB UP 5-6 *    982.    3913.0    1020.0    4076.0 *     167.
13. AG   1025.   6.9    .0 40.0
       7. L5Q BAY ST NB UP 5-6*   1020.    4076.0     993.3    3961.5 *     118.
193. AG    69. 100.0    .0 20.0  .52   6.0
       8. L6 BAY ST NB UP 6-7 *   1020.    4076.0    1076.0    4394.0 *     323.
10. AG    996.   6.9    .0 40.0
       9. L7 BAY ST SB UP 1-2 *   1055.    4396.0    1006.0    4080.0 *     320.
189. AG   1387.   3.7    .0 40.0
      10. L7Q BAY ST SB UP 1-2*   1006.    4080.0    1030.4    4237.3 *     159.
 9. AG    69. 100.0    .0 20.0  .70   8.1
      11. L8 BAY ST SB UP 2-3 *   1006.    4080.0     952.0    3900.0 *     188.
197. AG   1128.   3.7    .0 40.0
      12. L9 BAY ST SB UP 3-4 *    952.    3900.0    1016.0    3750.0 *     163.
157. AG   1367.   3.7    .0 40.0
      13. L9Q BAY ST SB UP 3-4*   1016.    3750.0     954.4    3894.3 *     157.
337. AG    69. 100.0    .0 20.0  .69   8.0
      14. L10 BAY ST SB UP 4-5*   1016.    3750.0    1113.0    3446.0 *     319.
162. AG    788.   4.0    .0 40.0
      15. L11 BAY ST SB UP 5-6*   1113.    3446.0    1075.0    3258.0 *     192.
191. AG    768.   3.5    .0 40.0
      16. L12 BAY ST SB UP 6-7*   1075.    3258.0     943.0    2916.0 *     367.
201. AG    768.   3.5    .0 40.0
      17. L13 HANNAH ST 1-2 WB*   1120.    3789.0    1035.0    3758.0 *      90.
250. AG    357.   6.9    .0 32.0
      18. L13Q HANNAH ST 1-2 W*   1035.    3758.0    1178.0    3810.2 *     152.
70. AG    64. 100.0    .0 12.0  .71   7.7
      19. L14 HANNAH ST 2-3 WB*   1035.    3758.0     885.0    3708.0 *     158.
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252. AG    314.   6.9    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    314.   6.9    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     78.   6.9    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     78.   6.9    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1004.5    3737.2 *      33.
251. AG     64. 100.0    .0 12.0  .15   1.7
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    519.   6.9    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    216.   6.9    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    216.   6.9    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     942.2    4073.0 *      46.
276. AG    128. 100.0    .0 20.0  .21   2.3
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.   6.9    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     26.   6.9    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.5    4091.7 *       6.
82. AG    128. 100.0    .0 20.0  .03    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    523.   6.9    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    523.   6.9    .0 40.0
```

PAGE 2

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/28/ 6
TIME : 18: 8:13

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
4. L3Q BAY ST NB UP 3-4	*	120	42	2.0	842	1600	36.74	1	3
7. L5Q BAY ST NB UP 5-6	*	120	42	2.0	1025	1600	36.74	1	3
10. L7Q BAY ST SB UP 1-2	*	120	42	2.0	1387	1600	36.74	1	3
13. L9Q BAY ST SB UP 3-4	*	120	42	2.0	1367	1600	36.74	1	3
18. L13Q HANNAH ST 1-2 W	*	120	78	2.0	357	1600	36.74	1	3
23. L14aQ HANNAH ST 2-3	*	120	78	2.0	78	1600	36.74	1	3
27. L17Q VICTORY BLVD EB	*	120	78	2.0	216	1600	36.74	1	3
30. L19Q VICTORY BLVD WB	*	120	78	2.0	26	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR		COORDINATES (FT) X	Y	Z
1. REC	H1	1133.0	3803.0	6.0
2. REC	H2	1059.0	3786.0	6.0
3. REC	H3	1023.0	3868.0	6.0
4. REC	H4	926.0	3899.0	6.0
5. REC	H5	978.0	3762.0	6.0
6. REC	H6	899.0	3738.0	6.0
7. REC	H7	857.0	3729.0	6.0
8. REC	H8	716.0	3681.0	6.0
9. REC	H9	711.0	3624.0	6.0
10. REC	H10	788.0	3645.0	6.0
11. REC	H11	873.0	3673.0	6.0
12. REC	H12	916.0	3685.0	6.0
13. REC	H13	1007.0	3720.0	6.0
14. REC	H14	1025.0	3634.0	6.0
15. REC	H15	955.0	3608.0	6.0
16. REC	H16	1135.0	3620.0	6.0
17. REC	H17	1099.0	3714.0	6.0
18. REC	H18	1085.0	3750.0	6.0
19. REC	H19	1148.0	3772.0	6.0

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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
0.	.0	.3	.5	.0	.8	.0	.0	.0	.0	.1	.1	.1	1.2	.6	.2	.0	.2	.4	.1
5.	.0	.1	.5	.1	1.0	.0	.0	.0	.1	.1	.1	.1	1.1	.2	.4	.0	.2	.3	.1
10.	.0	.0	.1	.4	.9	.0	.0	.0	.1	.1	.0	.3	1.0	.2	.3	.0	.2	.4	.1
15.	.0	.0	.1	.5	.8	.3	.0	.0	.1	.1	.1	.5	.8	.4	.3	.0	.2	.4	.1
20.	.0	.0	.0	.6	.6	.3	.1	.0	.1	.1	.2	.5	.8	.4	.2	.0	.1	.4	.1
25.	.0	.0	.0	.7	.6	.3	.3	.0	.1	.1	.2	.4	.8	.4	.1	.0	.1	.4	.1
30.	.0	.0	.0	.6	.5	.4	.1	.0	.1	.1	.4	.4	.8	.4	.1	.0	.1	.5	.1
35.	.0	.0	.0	.5	.5	.3	.1	.0	.1	.1	.4	.4	.6	.4	.2	.0	.1	.5	.1
40.	.0	.0	.0	.5	.5	.3	.3	.0	.1	.1	.4	.4							

```
.8    .3    .1    .0    .1    .5    .1
  45.  *    .0    .0    .0    .5    .4    .3    .3    .0    .1    .2    .4    .4
.7    .3    .2    .0    .0    .5    .1
  50.  *    .0    .0    .0    .5    .4    .3    .3    .0    .1    .2    .3    .4
.7    .3    .1    .0    .0    .4    .0
  55.  *    .0    .0    .0    .3    .4    .3    .3    .0    .1    .2    .2    .3
.7    .3    .1    .0    .0    .2    .0
  60.  *    .0    .0    .0    .2    .4    .3    .3    .0    .1    .0    .3    .2
.6    .3    .1    .0    .0    .2    .0
  65.  *    .1    .0    .0    .2    .5    .3    .3    .0    .1    .0    .2    .2
.5    .3    .1    .0    .0    .2    .0
  70.  *    .1    .1    .0    .2    .5    .4    .3    .1    .0    .0    .1    .1
.5    .3    .0    .0    .0    .1    .0
  75.  *    .2    .2    .0    .3    .5    .4    .3    .1    .0    .0    .0    .1
.3    .3    .0    .0    .0    .1    .0
  80.  *    .3    .3    .0    .3    .8    .4    .3    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .1    .0
  85.  *    .3    .3    .0    .3    .8    .3    .1    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .0    .0
  90.  *    .3    .4    .0    .4    .8    .1    .1    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .0    .0
  95.  *    .3    .4    .0    .3    .6    .2    .1    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .0    .0
 100.  *    .3    .4    .0    .3    .7    .2    .1    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 105.  *    .3    .4    .0    .4    .7    .2    .1    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 110.  *    .3    .4    .0    .5    .6    .2    .1    .1    .0    .0    .0    .0
.3    .2    .1    .0    .0    .0    .0
 115.  *    .3    .4    .1    .6    .6    .2    .1    .1    .0    .0    .0    .0
.3    .2    .1    .0    .0    .0    .0
 120.  *    .3    .4    .1    .7    .6    .2    .0    .1    .0    .0    .0    .1
.3    .2    .1    .0    .0    .0    .0
 125.  *    .3    .4    .1    .7    .5    .2    .0    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .0    .0
 130.  *    .2    .4    .1    .7    .5    .2    .0    .1    .0    .0    .0    .0
.4    .2    .0    .0    .0    .0    .0
 135.  *    .2    .4    .2    .7    .5    .1    .0    .1    .0    .0    .0    .0
.4    .2    .0    .0    .0    .0    .0
 140.  *    .2    .5    .2    .6    .4    .1    .1    .1    .0    .0    .0    .0
.3    .3    .0    .0    .0    .0    .0
 145.  *    .2    .5    .2    .5    .3    .1    .1    .1    .0    .0    .0    .0
.3    .3    .0    .0    .0    .0    .0
 150.  *    .2    .5    .3    .5    .3    .1    .1    .1    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 155.  *    .2    .7    .6    .3    .2    .1    .1    .1    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 160.  *    .2    .8    .6    .3    .2    .1    .1    .1    .0    .0    .0    .0
.2    .1    .0    .0    .0    .1    .0
 165.  *    .2    .9    .8    .1    .2    .1    .1    .1    .0    .0    .0    .0
.2    .1    .0    .0    .1    .1    .0
 170.  *    .2   1.0    .7    .0    .1    .1    .1    .1    .0    .0    .0    .0
.1    .0    .0    .0    .1    .2    .0
 175.  *    .2   1.0    .5    .0    .1    .1    .1    .1    .0    .0    .0    .0
.1    .0    .0    .1    .1    .3    .0
 180.  *    .2   1.0    .7    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .1    .2    .4    .0
 185.  *    .3    .9    .6    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .1    .3    .4    .0
 190.  *    .3    .9    .5    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .1    .3    .4    .1
 195.  *    .5    .9    .5    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .3    .4    .1
```

```
 200.  *    .6    .8    .5    .0    .1    .0    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 205.  *    .6    .8    .5    .0    .1    .0    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
```


JOB: CO 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

```
 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19

------*-------------------------------------------------------------------------------
-----------------------------------
 210.  *    .6    .9    .5    .0    .1    .0    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .2
 215.  *    .6    .7    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .2
 220.  *    .6    .7    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 225.  *    .7    .6    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 230.  *    .8    .8    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 235.  *    .7    .7    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 240.  *    .7    .5    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .5    .1
 245.  *    .6    .5    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .2
 250.  *    .6    .5    .4    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .5    .2
 255.  *    .6    .4    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .7    .3
 260.  *    .5    .4    .4    .0    .0    .0    .0    .0    .0    .0    .0    .1
.0    .0    .0    .2    .4    .5    .4
 265.  *    .3    .4    .4    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .4    .5    .5
 270.  *    .3    .4    .4    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .4    .8    .7
 275.  *    .3    .4    .4    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .4   1.0    .7
 280.  *    .3    .5    .5    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .4    .8    .7
 285.  *    .3    .5    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .5    .8    .7
 290.  *    .3    .5    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .5    .8    .7
 295.  *    .2    .5    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .7    .8    .7
 300.  *    .1    .5    .4    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .3    .5    .9    .5
 305.  *    .1    .6    .4    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .3    .7    .8    .3
 310.  *    .2    .6    .4    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .3    .8    .8    .2
 315.  *    .1    .6    .5    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .3    .7    .8    .2
 320.  *    .1    .6    .5    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .6    .7    .8    .2
 325.  *    .1    .4    .4    .0    .0    .0    .0    .0    .0    .1    .1    .1
```

```
.1    .0    .0    .5    .7    .6    .2
 330.  *    .1    .6    .4    .0    .0    .0    .0    .0    .0    .1    .1    .1
.3    .0    .0    .5    .4    .6    .2
 335.  *    .1    .5    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.3    .0    .0    .2    .5    .6    .2
 340.  *    .1    .5    .5    .0    .2    .0    .0    .0    .0    .1    .1    .1
.6    .2    .0    .2    .4    .5    .2
 345.  *    .2    .4    .6    .0    .2    .0    .0    .0    .0    .1    .1    .1
.8    .4    .0    .1    .4    .4    .2
 350.  *    .1    .5    .5    .0    .4    .0    .0    .0    .0    .1    .1    .1
1.0    .4    .0    .1    .3    .5    .2
 355.  *    .1    .4    .7    .0    .7    .0    .0    .0    .0    .1    .1    .1
1.1    .5    .0    .1    .3    .4    .1
 360.  *    .0    .3    .5    .0    .8    .0    .0    .0    .0    .1    .1    .1
1.2    .6    .2    .0    .2    .4    .1

------*-------------------------------------------------------------------------------
-------------------------------------
 MAX   *    .8   1.0    .8    .7   1.0    .4    .3    .1    .1    .2    .4    .5
1.2    .6    .4    .6    .8   1.0    .7
 DEGR. *  230   170   165   120     5    30    25    70     5    45    30    15
0     0     5   320   310   275   270
```

THE HIGHEST CONCENTRATION OF 1.20 PPM OCCURRED AT RECEPTOR REC13.

```
                                        Sta_Han
'CO 2015 PM Build Alt-A Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1      '       1133    3803    6
'REC    H2      '       1059    3786    6
'REC    H3      '       1023    3868    6
'REC    H4      '       926     3899    6
'REC    H5      '       978     3762    6
'REC    H6      '       899     3738    6
'REC    H7      '       857     3729    6
'REC    H8      '       716     3681    6
'REC    H9      '       711     3624    6
'REC    H10     '       788     3645    6
'REC    H11     '       873     3673    6
'REC    H12     '       916     3685    6
'REC    H13     '       1007    3720    6
'REC    H14     '       1025    3634    6
'REC    H15     '       955     3608    6
'REC    H16     '       1135    3620    6
'REC    H17     '       1099    3714    6
'REC    H18     '       1085    3750    6
'REC    H19     '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 730. 3.41 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 730. 3.41 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 842. 3.42 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 842 36.74 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 1032. 6.88 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 1025. 6.88 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 1025 36.74 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 996. 6.88 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1387. 3.67 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1387 36.74 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 1128. 3.67 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1367. 3.67 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1367 36.74 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 788. 4.00 0. 40.
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1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 768. 3.47 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 768. 3.47 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 357. 6.88 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 357 36.74 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 314. 6.88 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 314. 6.88 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 78. 6.88 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 78. 6.88 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 78 36.74 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 519. 6.88 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 216. 6.88 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 216. 6.88 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 216 36.74 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 6.88 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 26. 6.88 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 26 36.74 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 523. 6.88 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 523. 6.88 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/28/ 6
TIME : 17:43: 9

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	325.	6.1	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	325.	6.1	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	286.	6.1	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1762.8	947.0	*	22.	133.	AG	103.	100.0	.0	30.0	.10	1.1
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	1.	6.1	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	196.	6.1	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1611.4	1110.2	*	28.	136.	AG	192.	100.0	.0	30.0	.13	1.4
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	167.	6.1	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	240.	6.1	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	240.	6.1	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	706.	6.4	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	910.	9.3	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1757.6	880.4	*	70.	147.	AG	103.	100.0	.0	30.0	.31	3.5
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	900.	9.3	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1518.1	1279.2	*	69.	150.	AG	103.	100.0	.0	30.0	.30	3.5
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	863.	5.6	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	863.	4.2	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	711.	3.4	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

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145. AG    711.   8.5    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1413.7    1402.5 *      54.
325. AG    103. 100.0    .0 30.0  .24   2.8
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    572.   6.1    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.0    1002.3 *      44.
331. AG    103. 100.0    .0 30.0  .19   2.2
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    705.   3.5    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    753.   4.6    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    221.   6.1    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    201.   9.3    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1435.4    1305.9 *      29.
236. AG    192. 100.0    .0 30.0  .13   1.5
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    389.   9.3    .0 32.0
```


JOB: CO 2015 PM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/28/ 6
TIME : 17:43: 9

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
4. L3Q EDGEWATER ST NB	*	120	42	2.0	286	1600	36.74	1	3
7. L4Q EDGEWATER ST SB	*	120	78	2.0	196	1600	36.74	1	3
13. L8Q BAY ST NB 3-2	*	120	42	2.0	910	1600	36.74	1	3
15. L9Q BAY ST NB 5-4T	*	120	42	2.0	900	1600	36.74	1	3
20. L13Q BAY ST SB 3-2	*	120	42	2.0	711	1600	36.74	1	3
22. L14Q BAY ST SB 1T-3	*	120	42	2.0	572	1600	36.74	1	3
27. L19Q VANDERBILT AVE	*	120	78	2.0	201	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. REC Va1	*	1235.0	1630.0	6.0	*
2. REC Va2	*	1330.0	1496.0	6.0	*
3. REC Va3	*	1429.0	1355.0	6.0	*
4. REC Va4	*	1259.0	1234.0	6.0	*
5. REC Va5	*	1057.0	1096.0	6.0	*

6.	REC	Va6	*	867.0	977.0	6.0	*
7.	REC	Va7	*	904.0	917.0	6.0	*
8.	REC	Va8	*	1093.0	1047.0	6.0	*
9.	REC	Va9	*	1292.0	1184.0	6.0	*
10.	REC	Va10	*	1395.0	1252.0	6.0	*
11.	REC	Va11	*	1463.0	1303.0	6.0	*
12.	REC	Va12	*	1510.0	1239.0	6.0	*
13.	REC	Va13	*	1534.0	1171.0	6.0	*
14.	REC	Va14	*	1579.0	1205.0	6.0	*
15.	REC	Va15	*	1493.0	1344.0	6.0	*
16.	REC	Va16	*	1542.0	1372.0	6.0	*
17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	*	.3	.5	1.0	.0	.0	.0	.2	.2	.3	.4	.5	.7	.6	.0	.0	.0	.0	.0	.0	.0
5.	*	.3	.4	.8	.1	.0	.0	.2	.2	.3	.5	.5	.6	.5	.0	.0	.0	.0	.0	.0	.0
10.	*	.3	.4	.7	.1	.0	.0	.2	.2	.3	.5	.5	.6	.4	.0	.0	.0	.0	.0	.0	.0
15.	*	.3	.3	.7	.1	.0	.0	.2	.2	.3	.5	.4	.5	.3	.0	.0	.0	.0	.0	.0	.0
20.	*	.3	.3	.7	.1	.0	.0	.2	.2	.3	.6	.5	.5	.3	.0	.0	.0	.0	.0	.0	.0
25.	*	.3	.3	.7	.1	.0	.0	.2	.2	.3	.5	.5	.5	.3	.0	.0	.0	.0	.0	.0	.0
30.	*	.3	.3	.7	.1	.0	.0	.2	.2	.2	.4	.5	.4	.3	.0	.0	.0	.0	.0	.0	.0
35.	*	.2	.3	.6	.1	.0	.0	.2	.2	.2	.5	.5	.3	.3	.0	.0	.0	.0	.0	.0	.0
40.	*	.2	.3	.6	.2	.1	.0	.2	.2	.2	.3	.5	.3	.3	.0	.0	.0	.0	.0	.0	.0
45.	*	.3	.3	.6	.1	.1	.0	.2	.2	.3	.6	.5	.3	.3	.0	.0	.0	.0	.0	.0	.0
50.	*	.3	.3	.7	.1	.2	.1	.2	.2	.3	.4	.5	.3	.3	.0	.0	.0	.0	.0	.0	.0
55.	*	.3	.3	.7	.2	.3	.2	.2	.2	.2	.4	.6	.3	.3	.0	.0	.0	.0	.0	.0	.0
60.	*	.3	.3	.6	.2	.4	.2	.1	.1	.2	.4	.6	.3	.3	.0	.0	.0	.0	.0	.0	.0

```
  65.  *    .3    .3    .6    .4    .4    .3    .0    .0    .1    .3    .6    .3
.3    .0    .0    .0    .0    .0    .0    .0
  70.  *    .3    .3    .6    .5    .4    .3    .0    .0    .1    .3    .6    .3
.3    .0    .0    .0    .0    .0    .0    .0
  75.  *    .3    .3    .4    .4    .4    .3    .0    .0    .1    .3    .6    .3
.3    .0    .0    .0    .0    .0    .0    .0
  80.  *    .3    .3    .6    .4    .3    .3    .0    .0    .1    .3    .6    .3
.3    .0    .0    .0    .0    .0    .0    .0
  85.  *    .3    .3    .6    .4    .3    .3    .0    .0    .1    .2    .6    .3
.3    .0    .0    .0    .0    .0    .0    .0
  90.  *    .3    .3    .5    .4    .3    .3    .0    .0    .1    .2    .6    .4
.3    .0    .0    .0    .0    .0    .0    .0
  95.  *    .3    .3    .6    .4    .3    .2    .0    .0    .1    .2    .6    .4
.3    .0    .1    .0    .0    .0    .0    .0
 100.  *    .3    .4    .7    .4    .3    .1    .0    .0    .1    .2    .6    .4
.3    .0    .2    .0    .0    .0    .0    .0
 105.  *    .4    .4    .7    .3    .2    .1    .0    .0    .1    .2    .6    .4
.3    .0    .2    .0    .0    .0    .0    .0
 110.  *    .5    .5    .8    .2    .2    .1    .0    .0    .1    .2    .7    .4
.5    .0    .2    .0    .0    .0    .0    .0
 115.  *    .5    .5    .8    .2    .1    .1    .0    .0    .0    .2    .7    .4
.6    .0    .2    .0    .0    .0    .0    .0
 120.  *    .6    .6    .9    .1    .1    .1    .0    .0    .1    .2    .6    .4
.7    .0    .2    .0    .0    .0    .0    .0
 125.  *    .6    .6   1.1    .2    .1    .1    .0    .0    .1    .2    .6    .5
.7    .0    .2    .0    .0    .0    .0    .0
 130.  *    .7    .8   1.0    .2    .1    .1    .0    .0    .0    .3    .5    .6
.9    .1    .4    .0    .0    .0    .0    .1
 135.  *    .8    .8   1.0    .1    .1    .1    .0    .0    .0    .2    .6    .7
.9    .1    .6    .0    .0    .0    .2    .1
 140.  *    .7    .9   1.2    .1    .1    .1    .0    .0    .0    .1    .7    .9
.7    .3    .7    .0    .0    .0    .3    .3
 145.  *    .6    .8   1.0    .1    .1    .1    .0    .0    .0    .0    .6    .8
.6    .4   1.1    .0    .0    .0    .5    .3
 150.  *    .4    .6    .9    .1    .1    .1    .0    .0    .0    .0    .6    .7
.5    .6   1.4    .1    .0    .0    .8    .8
 155.  *    .2    .2    .8    .1    .1    .1    .0    .0    .0    .0    .4    .5
.3    .7   1.6    .2    .1    .0    .9    .7
 160.  *    .1    .1    .5    .1    .1    .1    .0    .0    .0    .0    .2    .4
.2   1.0   1.4    .2    .2    .2    .7    .8
 165.  *    .1    .1    .5    .1    .1    .1    .0    .0    .0    .0    .1    .2
.1    .9   1.4    .2    .2    .1    .8    .6
 170.  *    .0    .0    .4    .1    .1    .0    .0    .0    .0    .0    .1    .2
.1    .9   1.3    .3    .1    .1    .7    .5
 175.  *    .0    .0    .3    .1    .1    .0    .0    .0    .0    .0    .1    .2
.0    .7   1.1    .3    .1    .1    .6    .5
 180.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .6   1.0    .3    .3    .2    .6    .4
 185.  *    .0    .0    .2    .1    .2    .0    .0    .0    .0    .0    .0    .1
.0    .6   1.0    .4    .2    .3    .8    .4
 190.  *    .0    .0    .2    .3    .3    .0    .0    .0    .0    .0    .0    .1
.0    .5    .8    .4    .2    .3    .7    .4
 195.  *    .0    .0    .3    .3    .3    .0    .0    .0    .0    .0    .0    .1
.0    .5    .8    .4    .2    .2    .7    .4
 200.  *    .0    .0    .3    .3    .3    .0    .0    .0    .0    .0    .0    .1
.0    .4    .7    .4    .2    .2    .7    .4
 205.  *    .0    .0    .3    .3    .3    .0    .0    .0    .0    .0    .0    .1
.0    .4    .7    .5    .2    .2    .8    .4
```

```
 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .0    .3    .3    .3    .0    .0    .0    .0    .0    .0    .1
.0    .4    .7    .5    .2    .2    .8    .4
 215.  *    .0    .0    .3    .3    .3    .0    .0    .0    .0    .0    .0    .1
.0    .4    .7    .5    .2    .2    .7    .4
 220.  *    .0    .0    .3    .4    .4    .0    .0    .0    .0    .0    .0    .1
.0    .4    .8    .5    .2    .3    .6    .3
 225.  *    .0    .0    .4    .4    .3    .0    .0    .0    .0    .0    .0    .1
.0    .4    .9    .5    .3    .3    .6    .3
 230.  *    .0    .0    .4    .4    .3    .0    .0    .0    .1    .0    .1    .1
.0    .4   1.0    .7    .4    .3    .6    .3
 235.  *    .0    .0    .2    .3    .2    .0    .0    .1    .2    .2    .3    .1
.0    .4   1.1    .6    .5    .4    .6    .3
 240.  *    .0    .0    .1    .2    .2    .0    .0    .1    .2    .2    .3    .1
.0    .4   1.1    .6    .4    .4    .5    .3
 245.  *    .0    .0    .1    .1    .1    .0    .0    .2    .2    .2    .4    .1
.0    .4   1.0    .6    .3    .3    .5    .3
 250.  *    .0    .0    .0    .1    .1    .0    .0    .2    .2    .2    .4    .2
.0    .4    .9    .3    .2    .2    .4    .3
 255.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .5    .2
.0    .4    .8    .3    .3    .2    .5    .4
 260.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .5    .2
.0    .4    .6    .3    .3    .2    .5    .4
 265.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .6    .2
.0    .4    .6    .3    .3    .2    .4    .4
 270.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .6    .2
.0    .4    .4    .3    .3    .2    .4    .4
 275.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .6    .2
.0    .4    .6    .3    .3    .2    .4    .4
 280.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .7    .2
.0    .4    .7    .3    .2    .2    .4    .4
 285.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .7    .2
.0    .5    .7    .3    .2    .2    .4    .4
 290.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .8    .2
.0    .5    .6    .3    .2    .2    .4    .4
 295.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .8    .2
.0    .5    .6    .2    .2    .2    .5    .4
 300.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .8    .1
.0    .5    .7    .2    .2    .2    .5    .5
 305.  *    .0    .1    .2    .0    .0    .0    .0    .2    .2    .2    .8    .2
.0    .7    .7    .2    .2    .0    .5    .5
 310.  *    .0    .1    .2    .0    .0    .0    .0    .2    .2    .2    .9    .3
.1    .9    .8    .2    .1    .0    .5    .5
 315.  *    .0    .2    .3    .0    .0    .0    .0    .2    .2    .2   1.0    .4
.1   1.0    .7    .2    .0    .0    .6    .4
 320.  *    .0    .2    .5    .0    .0    .0    .0    .2    .2    .2   1.2    .7
.3    .9    .7    .1    .0    .0    .4    .6
 325.  *    .1    .3    .8    .0    .0    .0    .2    .2    .2    .2   1.3    .6
.5    .8    .5    .0    .0    .0    .5    .4
 330.  *    .1    .7    .9    .0    .0    .0    .2    .2    .2    .2   1.6    .9
.5    .7    .4    .0    .0    .0    .2    .3
 335.  *    .3    .7   1.1    .0    .0    .0    .2    .2    .2    .2   1.6    .9
.8    .5    .3    .0    .0    .0    .1    .2
 340.  *    .3    .6   1.1    .0    .0    .0    .2    .2    .2    .3   1.4    .9
.7    .2    .2    .0    .0    .0    .1    .1
 345.  *    .3    .6   1.0    .0    .0    .0    .2    .2    .2    .4   1.2    .7
.7    .1    .1    .0    .0    .0    .0    .0
```

```
 350.  *    .4    .5   1.0    .0    .0    .0    .2    .2    .2    .4   1.0    .9
.5    .1    .1    .0    .0    .0    .0    .0
 355.  *    .3    .5   1.0    .0    .0    .0    .2    .2    .2    .4    .9    .8
.6    .0    .1    .0    .0    .0    .0    .0
 360.  *    .3    .5   1.0    .0    .0    .0    .2    .2    .3    .4    .5    .7
.6    .0    .0    .0    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .8    .9   1.2    .5    .4    .3    .2    .2    .3    .6   1.6    .9
.9   1.0   1.6    .7    .5    .4    .9    .8
 DEGR. *  135   140   140    70    60    65     0     0     0    20   330   140
130   315   155   230   235   235   155   150
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THE HIGHEST CONCENTRATION OF 1.60 PPM OCCURRED AT RECEPTOR REC15.

```
                                        Sta_Van
'CO 2015 PM Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1     '       1235    1630    6
'REC    Va2     '       1330    1496    6
'REC    Va3     '       1429    1355    6
'REC    Va4     '       1259    1234    6
'REC    Va5     '       1057    1096    6
'REC    Va6     '       867     977     6
'REC    Va7     '       904     917     6
'REC    Va8     '       1093    1047    6
'REC    Va9     '       1292    1184    6
'REC    Va10    '       1395    1252    6
'REC    Va11    '       1463    1303    6
'REC    Va12    '       1510    1239    6
'REC    Va13    '       1534    1171    6
'REC    Va14    '       1579    1205    6
'REC    Va15    '       1493    1344    6
'REC    Va16    '       1542    1372    6
'REC    Va17    '       1571    1396    6
'REC    Va18    '       1546    1460    6
'REC    Va19    '       1450    1416    6
'REC    Va20    '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 325. 6.08 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 325. 6.08 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 286. 6.08 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 286 36.74 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 1. 6.08 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 196. 6.08 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 196 36.74 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 167. 6.08 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 240. 6.08 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 240. 6.08 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 706. 6.43 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 910. 9.34 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 910 36.74 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 900. 9.34 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 900 36.74 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 863. 5.55 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 863. 4.16 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 711. 3.42 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 711. 8.47 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 711 36.74 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 572. 6.08 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 572 36.74 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 705. 3.50 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 753. 4.62 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 221. 6.08 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 201. 9.34 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 201 36.74 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 389. 9.34 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/28/ 6
TIME : 17:26:41

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .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. L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	730.	3.4	.0	40.0		
2. L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	730.	3.4	.0	40.0		
3. L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	842.	3.4	.0	40.0		
4. L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1085.1	3651.2	*	97.	164.	AG	69.	100.0	.0	20.0	.43	4.9
5. L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	1032.	6.9	.0	40.0		
6. L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	1025.	6.9	.0	40.0		
7. L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	993.3	3961.5	*	118.	193.	AG	69.	100.0	.0	20.0	.52	6.0
8. L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	996.	6.9	.0	40.0		
9. L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1387.	3.7	.0	40.0		
10. L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1030.4	4237.3	*	159.	9.	AG	69.	100.0	.0	20.0	.70	8.1
11. L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	1128.	3.7	.0	40.0		
12. L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1367.	3.7	.0	40.0		
13. L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	954.4	3894.3	*	157.	337.	AG	69.	100.0	.0	20.0	.69	8.0
14. L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	788.	4.0	.0	40.0		
15. L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	768.	3.5	.0	40.0		
16. L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	768.	3.5	.0	40.0		
17. L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	357.	6.9	.0	32.0		
18. L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1178.0	3810.2	*	152.	70.	AG	64.	100.0	.0	12.0	.71	7.7
19. L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    314.   6.9    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    314.   6.9    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     78.   6.9    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     78.   6.9    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1004.5    3737.2 *      33.
251. AG     64. 100.0    .0 12.0  .15   1.7
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    519.   6.9    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    216.   6.9    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    216.   6.9    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     942.2    4073.0 *      46.
276. AG    128. 100.0    .0 20.0  .21   2.3
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.   6.9    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     26.   6.9    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.5    4091.7 *       6.
82. AG    128. 100.0    .0 20.0  .03    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    523.   6.9    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    523.   6.9    .0 40.0
```


JOB: CO 2015 PM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/28/ 6
TIME : 17:26:41

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
4. L3Q BAY ST NB UP 3-4*	120	42	2.0	842	1600	36.74	1	3
7. L5Q BAY ST NB UP 5-6*	120	42	2.0	1025	1600	36.74	1	3
10. L7Q BAY ST SB UP 1-2*	120	42	2.0	1387	1600	36.74	1	3
13. L9Q BAY ST SB UP 3-4*	120	42	2.0	1367	1600	36.74	1	3
18. L13Q HANNAH ST 1-2 W*	120	78	2.0	357	1600	36.74	1	3
23. L14aQ HANNAH ST 2-3 *	120	78	2.0	78	1600	36.74	1	3
27. L17Q VICTORY BLVD EB*	120	78	2.0	216	1600	36.74	1	3
30. L19Q VICTORY BLVD WB*	120	78	2.0	26	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0
7. REC V7	1040.0	4396.0	6.0
8. REC V8	966.0	4116.0	6.0
9. REC V9	888.0	4115.0	6.0
10. REC V10	839.0	4137.0	6.0
11. REC V11	1025.0	4034.0	6.0
12. REC V12	891.0	3999.0	6.0
13. REC V13	956.0	4055.0	6.0
14. REC V14	1133.0	4039.0	6.0
15. REC V15	1217.0	4050.0	6.0
16. REC V16	1337.0	4064.0	6.0

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	.0	.0	.8	.5	.0	.1	.0	.0	.0	.0	1.2	.0	.5	.0	.0	.0
5.	.0	.0	.8	.5	.0	.1	.0	.0	.0	.0	1.0	.0	.5	.0	.0	.0
10.	.0	.0	.6	.4	.0	.3	.0	.1	.0	.0	.8	.1	.6	.0	.0	.0
15.	.0	.0	.5	.3	.0	.4	.0	.2	.0	.0	.5	.1	.8	.0	.0	.0
20.	.0	.0	.3	.2	.0	.4	.0	.3	.0	.0	.4	.2	.9	.0	.0	.0
25.	.0	.0	.3	.2	.0	.5	.0	.5	.0	.0	.2	.3	1.0	.0	.0	.0
30.	.0	.0	.2	.1	.0	.5	.0	.5	.0	.0	.1	.5	1.1	.0	.0	.0
35.	.0	.0	.1	.1	.0	.5	.0	.5	.2	.0	.1	.5	1.2	.0	.0	.0
40.	.0	.0	.1	.1	.0	.4	.0	.6	.2	.0	.1	.5	1.0	.0	.0	.0
45.	.0	.0	.1	.1	.0	.4	.0	.6	.2	.1	.1	.5	1.0	.0	.0	.0

```
  50.  *    .0    .0    .1    .1    .0    .4    .0    .5    .2    .2    .0    .5
1.0    .0    .0    .0
  55.  *    .0    .0    .1    .1    .0    .4    .0    .5    .3    .2    .0    .2
.9    .0    .0    .0
  60.  *    .0    .0    .1    .0    .0    .4    .0    .3    .3    .2    .0    .4
.9    .0    .0    .0
  65.  *    .0    .0    .0    .0    .0    .5    .0    .3    .3    .2    .0    .3
1.0    .0    .0    .0
  70.  *    .0    .0    .0    .0    .0    .5    .0    .3    .3    .3    .0    .3
.8    .0    .0    .0
  75.  *    .0    .0    .0    .0    .0    .5    .0    .3    .4    .3    .0    .3
.7    .0    .0    .0
  80.  *    .0    .0    .0    .0    .0    .5    .1    .3    .4    .3    .0    .3
.5    .0    .0    .0
  85.  *    .0    .0    .0    .0    .0    .6    .2    .3    .4    .3    .0    .3
.4    .0    .0    .0
  90.  *    .0    .0    .0    .0    .0    .6    .2    .4    .5    .3    .0    .3
.4    .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .6    .2    .4    .5    .4    .0    .3
.3    .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .6    .2    .4    .5    .3    .0    .3
.3    .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .6    .2    .4    .3    .2    .0    .3
.3    .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .6    .3    .4    .4    .3    .0    .2
.3    .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .6    .4    .5    .6    .4    .0    .2
.3    .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .6    .4    .5    .7    .5    .0    .2
.4    .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .6    .4    .7    .7    .5    .0    .3
.4    .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .6    .4    .7    .6    .4    .0    .3
.4    .0    .0    .0
 135.  *    .0    .0    .0    .0    .0    .6    .4    .6    .6    .2    .0    .2
.4    .0    .0    .0
 140.  *    .0    .0    .1    .0    .0    .6    .4    .4    .5    .2    .0    .4
.4    .0    .0    .0
 145.  *    .0    .0    .1    .1    .0    .6    .4    .5    .3    .3    .0    .3
.4    .0    .0    .0
 150.  *    .0    .0    .1    .1    .0    .7    .4    .6    .4    .2    .0    .3
.4    .0    .0    .0
 155.  *    .0    .0    .1    .1    .0    .7    .4    .6    .4    .2    .0    .3
.5    .0    .0    .0
 160.  *    .0    .0    .1    .1    .0    .7    .6    .8    .4    .1    .1    .2
.5    .0    .0    .0
 165.  *    .0    .0    .1    .1    .0    .8    .6    .8    .2    .1    .1    .0
.5    .0    .0    .0
 170.  *    .0    .0    .2    .1    .1    .9    .6    .7    .1    .1    .2    .0
.5    .0    .0    .0
 175.  *    .0    .0    .4    .2    .1   1.0    .8    .9    .1    .1    .2    .0
.5    .0    .0    .0
 180.  *    .0    .0    .6    .3    .2   1.0    .7    .7    .1    .1    .3    .0
.3    .0    .0    .0
 185.  *    .0    .0    .9    .5    .4    .8    .7    .4    .1    .1    .7    .0
.1    .0    .0    .0
 190.  *    .0    .0   1.1    .9    .6    .6    .5    .4    .1    .1    .7    .0
.0    .0    .0    .0
 195.  *    .0    .0   1.0    .9    .6    .3    .5    .3    .1    .1    .9    .0
.0    .0    .0    .0
 200.  *    .0    .0   1.0   1.0    .8    .2    .2    .3    .1    .1   1.0    .0
.0    .1    .0    .0
 205.  *    .0    .0   1.1    .9    .7    .0    .1    .3    .1    .1    .9    .0
```

.0 .1 .0 .0

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) *	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16
210.	*	.0	.0	.9	.8	.6	.0	.1	.2	.1	.1	.8	.0	.0	.1	.0	.0
215.	*	.0	.0	1.0	.8	.5	.0	.1	.2	.2	.1	.9	.0	.0	.2	.1	.0
220.	*	.0	.0	1.1	.7	.5	.0	.0	.2	.2	.1	.9	.0	.0	.1	.1	.0
225.	*	.0	.0	1.0	.6	.4	.0	.0	.1	.2	.1	.9	.0	.0	.1	.1	.0
230.	*	.0	.1	.9	.6	.4	.0	.0	.1	.2	.1	.8	.0	.0	.1	.0	.0
235.	*	.0	.1	.8	.5	.3	.0	.0	.2	.2	.1	.8	.0	.0	.1	.0	.0
240.	*	.0	.1	.8	.5	.3	.0	.0	.2	.2	.1	.7	.0	.0	.1	.0	.0
245.	*	.0	.1	.8	.4	.2	.0	.0	.2	.1	.1	.7	.0	.0	.3	.1	.0
250.	*	.0	.0	.7	.4	.2	.0	.0	.2	.1	.2	.7	.0	.0	.3	.1	.0
255.	*	.0	.0	.7	.3	.2	.0	.0	.2	.1	.2	.5	.0	.0	.3	.1	.0
260.	*	.0	.1	.6	.3	.2	.0	.0	.3	.2	.2	.5	.0	.0	.3	.2	.0
265.	*	.0	.1	.6	.3	.1	.0	.0	.2	.2	.2	.5	.0	.0	.3	.2	.0
270.	*	.1	.2	.7	.3	.0	.0	.0	.2	.2	.2	.5	.0	.0	.3	.1	.0
275.	*	.1	.2	.7	.3	.0	.0	.0	.2	.2	.2	.5	.0	.1	.3	.0	.0
280.	*	.1	.2	.6	.3	.0	.0	.0	.2	.2	.2	.6	.0	.1	.4	.0	.0
285.	*	.1	.1	.6	.3	.0	.0	.0	.1	.2	.2	.6	.0	.2	.3	.1	.0
290.	*	.1	.1	.5	.3	.0	.0	.0	.0	.2	.2	.8	.0	.2	.2	.2	.1
295.	*	.1	.1	.5	.3	.0	.0	.0	.0	.2	.1	.9	.0	.4	.3	.2	.1
300.	*	.1	.2	.5	.3	.0	.0	.0	.0	.1	.1	.9	.0	.4	.3	.3	.1
305.	*	.0	.2	.6	.3	.0	.0	.0	.0	.1	.0	.8	.0	.4	.3	.3	.1
310.	*	.0	.1	.6	.4	.0	.0	.0	.0	.0	.0	.8	.0	.5	.3	.2	.1
315.	*	.0	.1	.6	.4	.0	.0	.0	.0	.0	.0	.8	.1	.4	.3	.2	.0
320.	*	.0	.1	.6	.5	.0	.0	.0	.0	.0	.0	.8	.1	.4	.3	.2	.0
325.	*	.0	.1	.6	.5	.0	.0	.0	.0	.0	.0	.8	.1	.5	.3	.1	.0
330.	*	.0	.0	.7	.5	.0	.0	.0	.0	.0	.0	1.0	.1	.5	.3	.1	.0

```
 335.  *    .0    .0    .7    .5    .0    .0    .0    .0    .0    .0   1.1    .1
.5    .2    .1    .0
 340.  *    .0    .0    .8    .5    .0    .0    .0    .0    .0    .0   1.1    .1
.6    .2    .0    .0
 345.  *    .0    .0    .9    .6    .0    .0    .0    .0    .0    .0   1.3    .0
.5    .2    .0    .0
 350.  *    .0    .0    .9    .6    .0    .0    .0    .0    .0    .0   1.2    .0
.5    .1    .0    .0
 355.  *    .0    .0    .9    .5    .0    .0    .0    .0    .0    .0   1.2    .0
.5    .0    .0    .0
 360.  *    .0    .0    .8    .5    .0    .1    .0    .0    .0    .0   1.2    .0
.5    .0    .0    .0

------*-------------------------------------------------------------------------------
------------------
 MAX   *    .1    .2   1.1   1.0    .8   1.0    .8    .9    .7    .5   1.3    .5
1.2    .4    .3    .1
 DEGR. *  270   270   205   200   200   175   175   175   120   120   345    30
35   280   300   290
```

THE HIGHEST CONCENTRATION OF 1.30 PPM OCCURRED AT RECEPTOR REC11.

```
'CO 2015 PM Build Alt-A Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1      '       1328    4151    6
'REC    V2      '       1235    4141    6
'REC    V3      '       1041    4131    6
'REC    V4      '       1069    4277    6
'REC    V5      '       1094    4402    6
'REC    V6      '       1008    4231    6
'REC    V7      '       1040    4396    6
'REC    V8      '       966     4116    6
'REC    V9      '       888     4115    6
'REC    V10     '       839     4137    6
'REC    V11     '       1025    4034    6
'REC    V12     '       891     3999    6
'REC    V13     '       956     4055    6
'REC    V14     '       1133    4039    6
'REC    V15     '       1217    4050    6
'REC    V16     '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 730. 3.41 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 730. 3.41 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 842. 3.42 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 842 36.74 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 1032. 6.88 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 1025. 6.88 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 1025 36.74 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 996. 6.88 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1387. 3.67 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1387 36.74 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 1128. 3.67 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1367. 3.67 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1367 36.74 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 788. 4.00 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 768. 3.47 0. 40.
```

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1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 768. 3.47 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 357. 6.88 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 357 36.74 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 314. 6.88 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 314. 6.88 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 78. 6.88 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 78. 6.88 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 78 36.74 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 519. 6.88 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 216. 6.88 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 216. 6.88 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 216 36.74 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 6.88 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 26. 6.88 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 26 36.74 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 523. 6.88 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 523. 6.88 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

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▯                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                        PAGE  1

      JOB: CO 2005 PM Existing Stapleton                          RUN: Greenfield Ave
& Bay ST Intersection

      DATE : 12/ 8/ 5
      TIME : 10:50:52

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S        VD =    .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)      ATIM =  60. MINUTES      MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *          LINK COORDINATES (FT)           *    LENGTH
BRG TYPE   VPH    EF       H   W    V/C QUEUE
                               *   X1         Y1         X2         Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
----------------------------------------
       1. L1 EDGEWATER ST NB 1*   2485.0     342.0    2312.0     439.0 *     198.
299. AG    248.  15.2    .0 32.0
       2. L2 EDGEWATER ST NB 2*   2312.0     439.0    2073.0     653.0 *     321.
312. AG    248.  15.2    .0 32.0
       3. L3 EDGEWATER ST NB 3*   2073.0     653.0    1747.0     962.0 *     449.
313. AG    248.  15.2    .0 32.0
       4. L3Q EDGEWATER ST NB *   1747.0     962.0    1760.7     949.0 *      19.
133. AG    216. 100.0    .0 30.0  .08   1.0
       5. L3a EDGEWATER ST NB *   1747.0     962.0    1613.0    1141.0 *     224.
323. AG     80.  15.2    .0 32.0
       6. L4a EDGEWATER ST SB *   2064.0     647.0    1592.0    1130.0 *     675.
316. AG    129.  15.2    .0 32.0
       7. L4Q EDGEWATER ST SB *   1592.0    1130.0    1604.8    1116.9 *      18.
136. AG    401. 100.0    .0 30.0  .08    .9
       8. L4 EDGEWATER ST SB 4*   1735.0     949.0    2064.0     647.0 *     447.
133. AG    129.  15.2    .0 32.0
       9. L5 EDGEWATER ST SB 5*   2064.0     647.0    2306.0     432.0 *     324.
132. AG    129.  15.2    .0 32.0
      10. L6 EDGEWATER ST SB 6*   2306.0     432.0    2503.0     310.0 *     232.
122. AG    129.  15.2    .0 32.0
      11. L7 BAY ST NB 1-2    *   2252.0      18.0    1867.0     710.0 *     792.
331. AG    567.  12.8    .0 32.0
      12. L8 BAY ST NB 2-4T   *   1867.0     710.0    1682.0     992.0 *     337.
327. AG    537.  18.8    .0 32.0
      13. L8Q BAY ST NB 3-2   *   1720.0     939.0    1742.2     904.4 *      41.
147. AG    216. 100.0    .0 30.0  .18   2.1
      14. L9 BAY ST NB 4T-5   *   1682.0     992.0    1484.0    1339.0 *     400.
330. AG    500.  10.0    .0 32.0
      15. L9Q BAY ST NB 5-4T  *   1484.0    1339.0    1502.9    1305.9 *      38.
150. AG    216. 100.0    .0 30.0  .17   1.9
      16. L10 BAY ST NB 5-6   *   1484.0    1339.0    1264.0    1654.0 *     384.
325. AG    456.   8.4    .0 32.0
      17. L11 BAY ST NB 6-7   *   1264.0    1654.0    1049.0    2127.0 *     520.
336. AG    456.   8.1    .0 32.0
      18. L12 BAY ST SB 1-2   *   1030.0    2123.0    1244.0    1644.0 *     525.
156. AG    563.   6.7    .0 32.0
      19. L13 BAY ST SB 2-3   *   1244.0    1644.0    1445.0    1358.0 *     350.
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145. AG    569.  17.0    .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1420.0    1393.5 *      43.
325. AG    216. 100.0    .0 30.0  .19   2.2
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    471.  15.2    .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1643.7     995.6 *      36.
331. AG    216. 100.0    .0 30.0  .16   1.8
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    598.   6.9    .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    598.   8.8    .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    175.  15.2    .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    132.  10.0    .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1443.5    1311.5 *      19.
236. AG    401. 100.0    .0 30.0  .09   1.0
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    299.  10.0    .0 32.0
```


JOB: CO 2005 PM Existing Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 12/ 8/ 5
TIME : 10:50:52

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
4. L3Q EDGEWATER ST NB	*	120	42	2.0	248	1600	76.63	1	3
7. L4Q EDGEWATER ST SB	*	120	78	2.0	129	1600	76.63	1	3
13. L8Q BAY ST NB 3-2	*	120	42	2.0	537	1600	76.63	1	3
15. L9Q BAY ST NB 5-4T	*	120	42	2.0	500	1600	76.63	1	3
20. L13Q BAY ST SB 3-2	*	120	42	2.0	569	1600	76.63	1	3
22. L14Q BAY ST SB 1T-3	*	120	42	2.0	471	1600	76.63	1	3
27. L19Q VANDERBILT AVE	*	120	78	2.0	132	1600	76.63	1	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. REC G1	*	1570.0	1110.0	6.0	*
2. REC G2	*	1624.0	966.0	6.0	*
3. REC G3	*	1463.0	787.0	6.0	*
4. REC G4	*	1175.0	485.0	6.0	*
5. REC G5	*	1199.0	437.0	6.0	*

6.	REC	G6	*	1478.0	738.0	6.0	*
7.	REC	G7	*	1665.0	932.0	6.0	*
8.	REC	G8	*	1728.0	842.0	6.0	*
9.	REC	G9	*	1814.0	728.0	6.0	*
10.	REC	G10	*	1946.0	606.0	6.0	*
11.	REC	G11	*	1889.0	716.0	6.0	*
12.	REC	G12	*	1931.0	760.0	6.0	*
13.	REC	G13	*	2036.0	658.0	6.0	*
14.	REC	G14	*	2065.0	687.0	6.0	*
15.	REC	G15	*	1922.0	819.0	6.0	*
16.	REC	G16	*	1744.0	925.0	6.0	*
17.	REC	G17	*	1814.0	841.0	6.0	*
18.	REC	G18	*	1717.0	1010.0	6.0	*
19.	REC	G19	*	1691.0	1039.0	6.0	*
20.	REC	G20	*	1577.0	1215.0	6.0	*

JOB: CO 2005 PM Existing Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	.6	.5	.0	.0	.1	.1	.6	.8	.6	.1	.1	.3	.3	.0	.0	.7	.3	.0	.0	.0
5.	*	.6	.4	.1	.0	.1	.2	.6	.9	.6	.1	.1	.3	.3	.0	.0	.7	.3	.0	.0	.0
10.	*	.4	.4	.1	.0	.1	.2	.6	.9	.6	.1	.1	.3	.3	.0	.0	.8	.2	.0	.0	.0
15.	*	.4	.4	.1	.0	.1	.2	.4	.8	.6	.1	.1	.3	.3	.0	.0	.8	.2	.0	.0	.0
20.	*	.4	.4	.1	.0	.1	.2	.4	.6	.5	.1	.1	.3	.3	.0	.0	.8	.2	.0	.0	.0
25.	*	.5	.5	.1	.0	.1	.2	.3	.6	.4	.0	.1	.3	.3	.0	.0	.8	.2	.0	.0	.0
30.	*	.4	.6	.2	.0	.1	.2	.3	.4	.4	.0	.1	.3	.3	.0	.0	.8	.2	.0	.0	.0
35.	*	.5	.6	.2	.1	.1	.1	.3	.4	.4	.0	.1	.3	.3	.0	.0	.5	.2	.0	.0	.0
40.	*	.6	.7	.2	.1	.1	.1	.3	.4	.4	.0	.1	.3	.3	.0	.0	.5	.2	.0	.0	.0
45.	*	.8	.8	.3	.2	.1	.1	.3	.4	.4	.0	.1	.3	.3	.0	.0	.4	.2	.0	.0	.0
50.	*	.9	.8	.2	.2	.0	.1	.3	.4	.4	.0	.1	.3	.3	.0	.0	.4	.2	.0	.0	.0
55.	*	1.0	.8	.3	.2	.0	.1	.3	.4	.4	.0	.1	.3	.3	.0	.0	.2	.2	.0	.0	.0
60.	*	1.1	1.0	.3	.2	.0	.1	.4	.4	.4	.0	.1	.3	.3	.0	.0	.2	.2	.0	.0	.0

```
  65.  *   1.1    .9    .4    .2    .0    .1    .4    .4    .4    .0    .1    .3
.3    .0    .0    .3    .2    .0    .0    .0
  70.  *   1.2    .8    .3    .1    .0    .1    .5    .4    .6    .0    .1    .3
.3    .0    .0    .3    .2    .0    .0    .0
  75.  *   1.1    .8    .2    .1    .0    .1    .5    .4    .6    .0    .1    .3
.3    .0    .0    .3    .2    .0    .0    .0
  80.  *   1.0    .9    .2    .1    .0    .1    .7    .4    .6    .0    .1    .3
.3    .0    .0    .3    .2    .0    .0    .0
  85.  *    .9    .8    .2    .1    .0    .1    .8    .4    .6    .1    .1    .3
.3    .0    .0    .3    .2    .0    .0    .0
  90.  *    .7    .9    .2    .1    .0    .1    .9    .5    .6    .1    .1    .4
.3    .0    .0    .3    .3    .0    .0    .0
  95.  *    .8   1.0    .2    .1    .0    .0    .8    .5    .6    .1    .1    .4
.4    .0    .0    .3    .3    .0    .0    .0
 100.  *    .7   1.0    .1    .1    .0    .0    .9    .6    .6    .1    .1    .4
.4    .0    .0    .3    .3    .0    .0    .0
 105.  *    .6   1.1    .1    .1    .0    .1   1.0    .6    .6    .1    .1    .4
.4    .0    .0    .4    .3    .0    .0    .0
 110.  *    .6    .8    .2    .1    .0    .1   1.0    .6    .5    .0    .0    .4
.5    .0    .0    .5    .3    .1    .0    .0
 115.  *    .6    .9    .2    .1    .0    .1    .9    .6    .4    .0    .1    .4
.6    .0    .0    .6    .3    .1    .1    .0
 120.  *    .7    .9    .3    .1    .0    .1    .8    .5    .5    .0    .1    .4
.5    .0    .1    .7    .3    .1    .1    .0
 125.  *    .9    .8    .3    .1    .0    .1    .8    .5    .6    .0    .0    .6
.5    .1    .1    .7    .3    .3    .3    .0
 130.  *    .9    .6    .2    .1    .0    .0    .6    .6    .6    .0    .0    .5
.5    .1    .1    .7    .2    .5    .5    .0
 135.  *   1.2    .7    .1    .1    .0    .0    .8    .6    .7    .1    .0    .4
.4    .3    .4    .7    .0    .7    .5    .0
 140.  *   1.2    .5    .1    .1    .0    .0    .7    .6    .7    .1    .1    .3
.2    .3    .5    .9    .1    .9    .7    .3
 145.  *   1.4    .5    .1    .1    .0    .0    .5    .6    .7    .4    .3    .1
.0    .4    .5   1.2    .3   1.0   1.1    .4
 150.  *   1.0    .3    .1    .1    .0    .0    .5    .3    .6    .5    .4    .2
.0    .4    .5   1.5    .5   1.2   1.2    .7
 155.  *    .8    .1    .1    .1    .0    .0    .3    .3    .4    .7    .6    .3
.0    .3    .5   1.4    .6   1.1   1.2    .9
 160.  *    .5    .1    .1    .1    .0    .0    .1    .0    .3    .7    .7    .3
.1    .3    .6   1.4    .7   1.1   1.1    .8
 165.  *    .3    .1    .1    .1    .0    .0    .0    .0    .1    .7    .7    .3
.2    .4    .6   1.3    .7   1.0    .9    .9
 170.  *    .2    .1    .1    .1    .0    .0    .0    .0    .0    .7    .6    .3
.2    .4    .7   1.2    .7   1.0    .8    .7
 175.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .6    .6    .3
.2    .3    .6   1.2    .6    .9    .6    .7
 180.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .6    .5    .3
.2    .3    .6   1.1    .5    .7    .6    .5
 185.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .5    .5    .3
.2    .3    .5   1.2    .5    .7    .5    .5
 190.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .5    .4    .2
.2    .3    .5   1.1    .5    .6    .6    .4
 195.  *    .1    .1    .2    .1    .0    .0    .0    .0    .0    .4    .4    .2
.2    .3    .5   1.2    .4    .6    .5    .4
 200.  *    .1    .2    .2    .1    .0    .0    .0    .0    .0    .4    .4    .2
.2    .5    .5   1.2    .4    .5    .6    .4
 205.  *    .0    .2    .2    .1    .0    .0    .0    .0    .0    .4    .4    .2
.2    .5    .6   1.2    .4    .5    .6    .4
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 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .2    .2    .1    .0    .0    .0    .0    .0    .4    .3    .2
.2    .5    .5   1.1    .4    .5    .7    .4
 215.  *    .0    .2    .2    .0    .0    .0    .0    .0    .0    .3    .3    .2
.2    .5    .5   1.1    .4    .5    .7    .4
 220.  *    .0    .2    .2    .0    .0    .1    .1    .0    .0    .3    .3    .2
.2    .5    .4   1.1    .4    .6    .7    .4
 225.  *    .0    .1    .2    .0    .0    .1    .1    .0    .0    .3    .3    .2
.2    .5    .4   1.1    .4    .6    .6    .4
 230.  *    .0    .1    .1    .0    .0    .1    .1    .0    .0    .3    .3    .3
.2    .5    .4   1.1    .4    .7    .6    .4
 235.  *    .0    .1    .1    .0    .0    .1    .1    .0    .0    .3    .3    .2
.2    .5    .4   1.3    .4    .7    .4    .4
 240.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .3    .2
.2    .5    .4   1.3    .4    .8    .4    .4
 245.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .4    .2
.2    .5    .4   1.2    .4    .7    .3    .4
 250.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .3    .2
.2    .5    .5   1.2    .4    .7    .3    .4
 255.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .4    .2
.2    .5    .5   1.3    .4    .5    .3    .4
 260.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .4    .2
.2    .5    .5   1.2    .4    .5    .3    .4
 265.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .4    .3
.2    .5    .6   1.3    .4    .4    .3    .4
 270.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .5    .3
.2    .5    .7   1.3    .4    .4    .3    .4
 275.  *    .0    .0    .0    .0    .1    .1    .1    .0    .0    .4    .4    .3
.2    .5    .7   1.3    .4    .3    .4    .4
 280.  *    .0    .0    .0    .0    .1    .1    .1    .0    .0    .4    .4    .3
.2    .5    .7   1.3    .4    .3    .4    .4
 285.  *    .1    .0    .0    .0    .1    .1    .1    .0    .0    .4    .6    .3
.2    .5    .7   1.4    .5    .3    .5    .4
 290.  *    .1    .0    .0    .0    .1    .1    .1    .0    .0    .5    .6    .4
.1    .5    .8   1.6    .5    .5    .5    .4
 295.  *    .1    .0    .0    .0    .1    .1    .1    .0    .0    .5    .5    .4
.2    .5    .7   1.6    .6    .6    .6    .4
 300.  *    .1    .0    .0    .0    .1    .1    .1    .0    .0    .5    .6    .4
.5    .6    .8   1.6    .6    .6    .7    .5
 305.  *    .1    .0    .0    .0    .1    .1    .1    .0    .0    .6    .6    .7
.6    .6    .8   1.5    .8    .7    .7    .7
 310.  *    .2    .0    .0    .0    .1    .1    .1    .0    .1    .6    .7    .8
.5    .6    .6   1.6    .9    .8    .7    .9
 315.  *    .2    .0    .0    .0    .1    .1    .3    .1    .1    .8    .8    .9
.8    .4    .5   1.6    .9    .9    .8   1.1
 320.  *    .5    .0    .0    .0    .1    .1    .5    .3    .4    .9    .8    .9
.7    .1    .4   1.9    .7    .7    .7   1.0
 325.  *    .7    .2    .0    .0    .1    .1    .7    .6    .5    .9    .8    .6
.6    .1    .1   1.7    .9    .6    .7    .8
 330.  *   1.1    .3    .0    .0    .1    .1   1.0    .8    .8    .5    .4    .5
.5    .0    .0   1.3    .8    .4    .5    .5
 335.  *   1.2    .4    .0    .0    .1    .1   1.2    .7    .9    .3    .3    .4
.4    .0    .0   1.1    .5    .2    .3    .3
 340.  *    .9    .6    .0    .0    .1    .1   1.2    .8    .8    .3    .2    .4
.4    .0    .0    .9    .4    .2    .1    .1
 345.  *    .9    .5    .0    .0    .1    .1   1.3    .8    .8    .1    .1    .4
.4    .0    .0    .6    .3    .0    .1    .0
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 350.  *    .7    .5    .1    .0    .1    .1   1.1    .8    .6    .1    .1    .4
.4    .0    .0    .7    .3    .0    .0    .0
 355.  *    .6    .5    .0    .0    .1    .1    .9    .8    .7    .1    .1    .4
.4    .0    .0    .6    .3    .0    .0    .0
 360.  *    .6    .5    .0    .0    .1    .1    .6    .8    .6    .1    .1    .3
.3    .0    .0    .7    .3    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *   1.4   1.1    .4    .2    .1    .2   1.3    .9    .9    .9    .8    .9
.8    .6    .8   1.9    .9   1.2   1.2   1.1
 DEGR. *  145   105    65    45     0     5   345     5   335   320   315   315
315   300   290   320   310   150   150   315
```

THE HIGHEST CONCENTRATION OF 1.90 PPM OCCURRED AT RECEPTOR REC16.

```
                                        Sta_Gre
'CO 2005 PM Existing Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1        '       1570    1110    6
'REC    G2        '       1624    966     6
'REC    G3        '       1463    787     6
'REC    G4        '       1175    485     6
'REC    G5        '       1199    437     6
'REC    G6        '       1478    738     6
'REC    G7        '       1665    932     6
'REC    G8        '       1728    842     6
'REC    G9        '       1814    728     6
'REC    G10       '       1946    606     6
'REC    G11       '       1889    716     6
'REC    G12       '       1931    760     6
'REC    G13       '       2036    658     6
'REC    G14       '       2065    687     6
'REC    G15       '       1922    819     6
'REC    G16       '       1744    925     6
'REC    G17       '       1814    841     6
'REC    G18       '       1717    1010    6
'REC    G19       '       1691    1039    6
'REC    G20       '       1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 248. 15.24 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 248. 15.24 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 248. 15.24 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 248 76.63 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 80. 15.24 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 129. 15.24 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 129 76.63 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 129. 15.24 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 129. 15.24 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 129. 15.24 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 567. 12.75 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 537. 18.77 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 537 76.63 1600 1 3
1
```

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                                        Sta_Gre
'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 500. 10.03 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 500 76.63 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 456. 8.41 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 456. 8.08 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 563. 6.68 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 569. 17.02 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 569 76.63 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 471. 15.24 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 471 76.63 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 598. 6.89 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 598. 8.83 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 175. 15.24 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 132. 10.03 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 132 76.63 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 299. 10.03 0. 32
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

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                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                         PAGE  1

      JOB: CO 2005 PM Existing Stapleton                          RUN: Hanna & Bay ST
Intersection

      DATE : 12/ 6/ 5
      TIME : 10:45: 2

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*------------------
----------------------------------------
      1. L1 BAY ST NB UP 1-2 *    950.0    2917.0    1082.0    3250.0 *     358.
22. AG    412.   6.7    .0 40.0
      2. L2 BAY ST NB UP 2-3 *   1082.0    3250.0    1146.0    3443.0 *     203.
18. AG    412.   6.7    .0 40.0
      3. L3 BAY ST NB UP 3-4 *   1146.0    3443.0    1058.0    3744.0 *     314.
344. AG   521.   6.7    .0 40.0
      4. L3Q BAY ST NB UP 3-4*   1058.0    3744.0    1074.8    3686.7 *      60.
164. AG   144. 100.0    .0 20.0  .26   3.0
      5. L4 BAY ST NB UP 4-5 *   1058.0    3744.0     982.0    3913.0 *     185.
336. AG   691.  10.9    .0 40.0
      6. L5 BAY ST NB UP 5-6 *    982.0    3913.0    1020.0    4076.0 *     167.
13. AG    690.  10.9    .0 40.0
      7. L5Q BAY ST NB UP 5-6*   1020.0    4076.0    1002.0    3998.8 *      79.
193. AG   144. 100.0    .0 20.0  .35   4.0
      8. L6 BAY ST NB UP 6-7 *   1020.0    4076.0    1076.0    4394.0 *     323.
10. AG    693.  10.9    .0 40.0
      9. L7 BAY ST SB UP 1-2 *   1055.0    4396.0    1006.0    4080.0 *     320.
189. AG   1074.   7.3    .0 40.0
     10. L7Q BAY ST SB UP 1-2*   1006.0    4080.0    1024.9    4201.9 *     123.
 9. AG    144. 100.0    .0 20.0  .54   6.3
     11. L8 BAY ST SB UP 2-3 *   1006.0    4080.0     952.0    3900.0 *     188.
197. AG   858.   7.3    .0 40.0
     12. L9 BAY ST SB UP 3-4 *    952.0    3900.0    1016.0    3750.0 *     163.
157. AG   1016.   7.3    .0 40.0
     13. L9Q BAY ST SB UP 3-4*   1016.0    3750.0     970.2    3857.3 *     117.
337. AG   144. 100.0    .0 20.0  .52   5.9
     14. L10 BAY ST SB UP 4-5*   1016.0    3750.0    1113.0    3446.0 *     319.
162. AG   652.   7.9    .0 40.0
     15. L11 BAY ST SB UP 5-6*   1113.0    3446.0    1075.0    3258.0 *     192.
191. AG   628.   6.8    .0 40.0
     16. L12 BAY ST SB UP 6-7*   1075.0    3258.0     943.0    2916.0 *     367.
201. AG   628.   6.8    .0 40.0
     17. L13 HANNAH ST 1-2 WB*   1120.0    3789.0    1035.0    3758.0 *      90.
250. AG   308.  10.9    .0 32.0
     18. L13Q HANNAH ST 1-2 W*   1035.0    3758.0    1158.4    3803.0 *     131.
70. AG    134. 100.0    .0 12.0  .61   6.7
     19. L14 HANNAH ST 2-3 WB*   1035.0    3758.0     885.0    3708.0 *     158.
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252. AG    284.  10.9    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    284.  10.9    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     71.  10.9    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     71.  10.9    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1007.4    3738.2 *      30.
251. AG    134. 100.0    .0 12.0  .14   1.5
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    291.  10.9    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    179.  10.9    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    179.  10.9    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     950.3    4072.1 *      38.
276. AG    267. 100.0    .0 20.0  .18   1.9
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.  10.9    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     24.  10.9    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.1    4091.7 *       5.
82. AG    267. 100.0    .0 20.0  .02    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    413.  10.9    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    413.  10.9    .0 40.0
```


JOB: CO 2005 PM Existing Stapleton RUN: Hanna & Bay ST Intersection

DATE : 12/ 6/ 5
TIME : 10:45: 2

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
4. L3Q BAY ST NB UP 3-4*	120	42	2.0	521	1600	76.63	1	3
7. L5Q BAY ST NB UP 5-6*	120	42	2.0	690	1600	76.63	1	3
10. L7Q BAY ST SB UP 1-2*	120	42	2.0	1074	1600	76.63	1	3
13. L9Q BAY ST SB UP 3-4*	120	42	2.0	1016	1600	76.63	1	3
18. L13Q HANNAH ST 1-2 W*	120	78	2.0	308	1600	76.63	1	3
23. L14aQ HANNAH ST 2-3 *	120	78	2.0	71	1600	76.63	1	3
27. L17Q VICTORY BLVD EB*	120	78	2.0	179	1600	76.63	1	3
30. L19Q VICTORY BLVD WB*	120	78	2.0	24	1600	76.63	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC H1	1133.0	3803.0	6.0
2. REC H2	1059.0	3786.0	6.0
3. REC H3	1023.0	3868.0	6.0
4. REC H4	926.0	3899.0	6.0
5. REC H5	978.0	3762.0	6.0
6. REC H6	899.0	3738.0	6.0
7. REC H7	857.0	3729.0	6.0
8. REC H8	716.0	3681.0	6.0
9. REC H9	711.0	3624.0	6.0
10. REC H10	788.0	3645.0	6.0
11. REC H11	873.0	3673.0	6.0
12. REC H12	916.0	3685.0	6.0
13. REC H13	1007.0	3720.0	6.0
14. REC H14	1025.0	3634.0	6.0
15. REC H15	955.0	3608.0	6.0
16. REC H16	1135.0	3620.0	6.0
17. REC H17	1099.0	3714.0	6.0
18. REC H18	1085.0	3750.0	6.0
19. REC H19	1148.0	3772.0	6.0

JOB: CO 2005 PM Existing Stapleton RUN: Hanna & Bay ST Intersection

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
0.	.0	.4	.6	.0	1.4	.0	.0	.0	.1	.1	.1	.1	2.0	.9	.3	.1	.5	.7	.3
5.	.0	.2	.5	.2	1.4	.0	.0	.0	.1	.1	.1	.2	1.7	.9	.7	.1	.4	.5	.3
10.	.0	.0	.5	.5	1.4	.3	.0	.0	.1	.1	.2	.7	1.5	.5	.6	.0	.3	.5	.2
15.	.0	.0	.1	.5	1.2	.6	.2	.0	.1	.1	.5	.8	1.2	.5	.3	.0	.3	.5	.2
20.	.0	.0	.0	.8	.9	.7	.5	.0	.1	.2	.5	.7	1.0	.7	.3	.0	.2	.5	.2
25.	.0	.0	.0	.9	.9	.7	.6	.0	.1	.3	.5	.4	1.2	.6	.5	.0	.2	.6	.1
30.	.0	.0	.0	.9	.8	.4	.3	.1	.1	.2	.4	.5	1.2	.6	.4	.0	.1	.6	.1
35.	.0	.0	.0	.7	.8	.3	.3	.0	.1	.1	.4	.5	1.3	.6	.4	.0	.1	.6	.0
40.	.0	.0	.0	.6	.8	.3	.3	.0	.1	.3	.4	.5							

```
1.2    .6    .3    .0    .1    .6    .0
  45.  *     .0    .0    .0    .6    .8    .4    .3    .0    .1    .4    .4    .4
1.2    .4    .3    .0    .0    .6    .0
  50.  *     .0    .0    .0    .4    .7    .4    .3    .0    .2    .4    .4    .5
1.1    .4    .3    .0    .0    .5    .0
  55.  *     .0    .0    .0    .4    .6    .4    .3    .0    .2    .4    .5    .6
1.1    .2    .2    .0    .0    .3    .0
  60.  *     .0    .0    .0    .4    .6    .4    .3    .2    .2    .5    .4    .6
1.0    .2    .2    .0    .0    .3    .0
  65.  *     .1    .1    .0    .3    .7    .5    .3    .3    .3    .3    .4    .5
.8     .3    .1    .0    .0    .2    .0
  70.  *     .1    .2    .0    .3    .8    .5    .4    .2    .1    .1    .3    .4
.7     .3    .1    .0    .0    .1    .0
  75.  *     .2    .3    .0    .3   1.0    .5    .5    .3    .0    .0    .3    .3
.7     .3    .1    .0    .0    .1    .0
  80.  *     .3    .4    .0    .4   1.1    .7    .5    .3    .0    .0    .2    .2
.5     .3    .1    .0    .0    .1    .0
  85.  *     .4    .5    .0    .3   1.2    .7    .4    .2    .0    .0    .2    .2
.5     .2    .1    .0    .0    .0    .0
  90.  *     .5    .7    .0    .3   1.2    .5    .3    .2    .0    .0    .1    .2
.5     .2    .1    .0    .0    .0    .0
  95.  *     .5    .7    .0    .5   1.3    .4    .3    .2    .0    .0    .1    .1
.5     .3    .1    .0    .0    .0    .0
 100.  *     .5    .7    .0    .4   1.2    .3    .3    .2    .0    .0    .1    .1
.5     .3    .1    .0    .0    .0    .0
 105.  *     .6    .7    .0    .4   1.0    .3    .2    .2    .0    .0    .1    .1
.5     .3    .1    .0    .0    .0    .0
 110.  *     .6    .6    .0    .5   1.0    .3    .2    .1    .0    .0    .1    .1
.5     .3    .1    .0    .0    .0    .0
 115.  *     .6    .6    .1    .5    .9    .2    .2    .1    .0    .0    .1    .1
.5     .3    .1    .0    .0    .0    .0
 120.  *     .5    .6    .1    .7    .9    .2    .2    .1    .0    .0    .1    .1
.4     .3    .1    .0    .0    .0    .0
 125.  *     .5    .6    .1    .7    .8    .2    .2    .1    .0    .0    .1    .1
.4     .3    .1    .0    .0    .0    .0
 130.  *     .5    .6    .1    .8    .7    .2    .2    .1    .0    .0    .0    .1
.4     .3    .1    .0    .0    .0    .0
 135.  *     .5    .6    .2   1.0    .6    .2    .2    .1    .0    .0    .0    .1
.4     .3    .1    .0    .0    .0    .0
 140.  *     .4    .7    .2   1.1    .5    .2    .1    .1    .0    .0    .0    .1
.4     .4    .0    .0    .0    .0    .0
 145.  *     .4    .7    .2   1.1    .4    .1    .1    .1    .0    .0    .0    .0
.4     .4    .0    .0    .0    .0    .0
 150.  *     .4    .9    .3    .9    .4    .1    .1    .1    .0    .0    .0    .0
.5     .2    .0    .0    .0    .0    .0
 155.  *     .5    .9    .6    .5    .3    .1    .1    .1    .0    .0    .0    .0
.5     .2    .0    .0    .0    .0    .0
 160.  *     .5   1.0    .8    .3    .2    .1    .1    .1    .0    .0    .0    .0
.3     .1    .0    .0    .0    .1    .0
 165.  *     .5   1.3    .8    .3    .2    .1    .1    .1    .0    .0    .0    .0
.3     .1    .0    .0    .1    .1    .0
 170.  *     .4   1.3    .8    .0    .1    .1    .1    .1    .0    .0    .0    .0
.2     .0    .0    .1    .1    .3    .0
 175.  *     .4   1.5   1.1    .0    .1    .1    .1    .1    .0    .0    .0    .0
.1     .0    .0    .1    .2    .4    .0
 180.  *     .5   1.4    .8    .0    .1    .1    .1    .1    .0    .0    .0    .0
.1     .0    .0    .1    .3    .4    .0
 185.  *     .7   1.4    .9    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0     .0    .0    .3    .3    .5    .1
 190.  *     .7   1.4    .9    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0     .0    .0    .3    .3    .6    .2
 195.  *     .8   1.1    .8    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0     .0    .0    .3    .2    .5    .2
```

```
 200.  *   1.0   1.2    .8    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .2    .6    .2
 205.  *   1.0   1.1    .8    .0    .1    .2    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .3    .6    .2
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```
      JOB: CO 2005 PM Existing Stapleton                        RUN: Hanna & Bay ST
Intersection

 WIND  * CONCENTRATION
 ANGLE *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19

------*-------------------------------------------------------------------------------
-------------------------------------
 210.  *   1.1   1.0    .8    .0    .1    .2    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .3    .6    .2
 215.  *   1.3   1.1    .8    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .3    .6    .3
 220.  *   1.2   1.1    .7    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .4    .6    .3
 225.  *   1.2   1.1    .7    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .4    .6    .3
 230.  *   1.3    .9    .7    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .6    .4
 235.  *   1.5    .9    .7    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .6    .4
 240.  *   1.3    .9    .6    .0    .2    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .6    .3
 245.  *   1.4    .8    .7    .0    .2    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .7    .3
 250.  *   1.1    .8    .7    .0    .2    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .5    .9    .5
 255.  *    .7    .8    .6    .0    .0    .1    .0    .0    .0    .0    .0    .0
.1    .0    .0    .2    .5    .8    .7
 260.  *    .6    .7    .5    .0    .0    .0    .0    .0    .0    .0    .1    .1
.2    .0    .0    .2    .5    .8    .8
 265.  *    .6    .7    .5    .0    .0    .0    .0    .0    .0    .0    .1    .1
.2    .0    .0    .2    .5   1.0    .9
 270.  *    .4    .7    .4    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .6   1.1    .9
 275.  *    .4    .8    .5    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .7   1.1    .9
 280.  *    .3    .8    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .8   1.1   1.0
 285.  *    .3    .8    .4    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .9   1.0    .9
 290.  *    .3    .8    .4    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .9   1.1    .9
 295.  *    .2    .8    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2   1.1   1.3    .9
 300.  *    .2    .9    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2   1.0   1.3    .7
 305.  *    .1    .8    .4    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .3   1.0   1.2    .5
 310.  *    .3    .8    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .4   1.1   1.2    .4
 315.  *    .2    .6    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .5   1.2   1.0    .6
 320.  *    .2    .8    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .7   1.1   1.1    .5
 325.  *    .3    .6    .5    .0    .0    .0    .0    .0    .0    .1    .1    .1
```

```
.2    .0    .0    .7    .9   1.0    .5
 330.  *    .4    .6    .4    .1    .0    .0    .0    .0    .0    .1    .1    .1
.4    .0    .0    .6    .8   1.0    .5
 335.  *    .4    .6    .6    .0    .1    .0    .0    .0    .0    .1    .1    .1
.6    .2    .0    .4    .8    .9    .6
 340.  *    .4    .7    .6    .0    .2    .0    .0    .0    .0    .1    .1    .1
.8    .3    .0    .3    .7    .9    .6
 345.  *    .3    .7    .6    .0    .4    .0    .0    .0    .0    .1    .1    .1
1.1    .5    .0    .2    .9   1.0    .6
 350.  *    .2    .7    .9    .0    .5    .0    .0    .0    .0    .1    .1    .1
1.4    .8    .0    .3    .7   1.0    .5
 355.  *    .2    .6    .9    .0    .9    .0    .0    .0    .1    .1    .1    .1
1.5   1.0    .1    .1    .6    .8    .4
 360.  *    .0    .4    .6    .0   1.4    .0    .0    .0    .1    .1    .1    .1
2.0    .9    .3    .1    .5    .7    .3

------*-------------------------------------------------------------------------------
-------------------------------------
 MAX   *   1.5   1.5   1.1   1.1   1.4    .7    .6    .3    .3    .5    .5    .8
2.0   1.0    .7    .7   1.2   1.3   1.0
 DEGR. *  235   175   175   140     0    20    25    65    65    60    15    15
0   355     5   320   315   295   280
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THE HIGHEST CONCENTRATION OF 2.00 PPM OCCURRED AT RECEPTOR REC13.

```
                                        Sta_Han
'CO 2005 PM Existing Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1      '       1133    3803    6
'REC    H2      '       1059    3786    6
'REC    H3      '       1023    3868    6
'REC    H4      '       926     3899    6
'REC    H5      '       978     3762    6
'REC    H6      '       899     3738    6
'REC    H7      '       857     3729    6
'REC    H8      '       716     3681    6
'REC    H9      '       711     3624    6
'REC    H10     '       788     3645    6
'REC    H11     '       873     3673    6
'REC    H12     '       916     3685    6
'REC    H13     '       1007    3720    6
'REC    H14     '       1025    3634    6
'REC    H15     '       955     3608    6
'REC    H16     '       1135    3620    6
'REC    H17     '       1099    3714    6
'REC    H18     '       1085    3750    6
'REC    H19     '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 412. 6.69 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 412. 6.69 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 521. 6.68 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 521 76.63 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 691. 10.87 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 690. 10.87 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 690 76.63 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 693. 10.87 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1074. 7.31 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1074 76.63 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 858. 7.31 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1016. 7.31 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1016 76.63 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 652. 7.92 0. 40.
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1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 628. 6.84 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 628. 6.84 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 308. 10.87 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 308 76.63 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 284. 10.87 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 284. 10.87 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 71. 10.87 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 71. 10.87 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 71 76.63 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 291. 10.87 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 179. 10.87 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 179. 10.87 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 179 76.63 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 10.87 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 24. 10.87 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 24 76.63 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 413. 10.87 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 413. 10.87 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2005 PM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 12/ 8/ 5
TIME : 10:48:30

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE
1.	L1 EDGEWATER ST NB 1	2485.	342.	2312.	439.							198.	299.	AG
2.	L2 EDGEWATER ST NB 2	2312.	439.	2073.	653.							321.	312.	AG
3.	L3 EDGEWATER ST NB 3	2073.	653.	1747.	962.							449.	313.	AG
4.	L3Q EDGEWATER ST NB	1747.	962.	1760.7	949.							19.	133.	AG
5.	L3a EDGEWATER ST NB	1747.	962.	1613.	1141.							224.	323.	AG
6.	L4a EDGEWATER ST SB	2064.	647.	1592.	1130.							675.	316.	AG
7.	L4Q EDGEWATER ST SB	1592.	1130.	1604.8	1116.9							18.	136.	AG
8.	L4 EDGEWATER ST SB 4	1735.	949.	2064.	647.							447.	133.	AG
9.	L5 EDGEWATER ST SB 5	2064.	647.	2306.	432.							324.	132.	AG
10.	L6 EDGEWATER ST SB 6	2306.	432.	2503.	310.							232.	122.	AG
11.	L7 BAY ST NB 1-2	2252.	18.	1867.	710.							792.	331.	AG
12.	L8 BAY ST NB 2-4T	1867.	710.	1682.	992.							337.	327.	AG
13.	L8Q BAY ST NB 3-2	1720.	939.	1742.2	904.4							41.	147.	AG
14.	L9 BAY ST NB 4T-5	1682.	992.	1484.	1339.							400.	330.	AG
15.	L9Q BAY ST NB 5-4T	1484.	1339.	1502.9	1305.9							38.	150.	AG
16.	L10 BAY ST NB 5-6	1484.	1339.	1264.	1654.							384.	325.	AG
17.	L11 BAY ST NB 6-7	1264.	1654.	1049.	2127.							520.	336.	AG
18.	L12 BAY ST SB 1-2	1030.	2123.	1244.	1644.							525.	156.	AG
19.	L13 BAY ST SB 2-3	1244.	1644.	1445.	1358.							350.		

```
145. AG    569.  17.0    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1420.0    1393.5 *      43.
325. AG    216. 100.0    .0 30.0  .19   2.2
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    471.  15.2    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1643.7     995.6 *      36.
331. AG    216. 100.0    .0 30.0  .16   1.8
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    598.   6.9    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    598.   8.8    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    175.  15.2    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    132.  10.0    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1443.5    1311.5 *      19.
236. AG    401. 100.0    .0 30.0  .09   1.0
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    299.  10.0    .0 32.0
```

PAGE 2

JOB: CO 2005 PM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 12/ 8/ 5
TIME : 10:48:30

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
4. L3Q EDGEWATER ST NB	120	42	2.0	248	1600	76.63	1	3
7. L4Q EDGEWATER ST SB	120	78	2.0	129	1600	76.63	1	3
13. L8Q BAY ST NB 3-2	120	42	2.0	537	1600	76.63	1	3
15. L9Q BAY ST NB 5-4T	120	42	2.0	500	1600	76.63	1	3
20. L13Q BAY ST SB 3-2	120	42	2.0	569	1600	76.63	1	3
22. L14Q BAY ST SB 1T-3	120	42	2.0	471	1600	76.63	1	3
27. L19Q VANDERBILT AVE	120	78	2.0	132	1600	76.63	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC Va1	1235.0	1630.0	6.0
2. REC Va2	1330.0	1496.0	6.0
3. REC Va3	1429.0	1355.0	6.0
4. REC Va4	1259.0	1234.0	6.0
5. REC Va5	1057.0	1096.0	6.0

6.	REC	Va6	*	867.0	977.0	6.0	*
7.	REC	Va7	*	904.0	917.0	6.0	*
8.	REC	Va8	*	1093.0	1047.0	6.0	*
9.	REC	Va9	*	1292.0	1184.0	6.0	*
10.	REC	Va10	*	1395.0	1252.0	6.0	*
11.	REC	Va11	*	1463.0	1303.0	6.0	*
12.	REC	Va12	*	1510.0	1239.0	6.0	*
13.	REC	Va13	*	1534.0	1171.0	6.0	*
14.	REC	Va14	*	1579.0	1205.0	6.0	*
15.	REC	Va15	*	1493.0	1344.0	6.0	*
16.	REC	Va16	*	1542.0	1372.0	6.0	*
17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: CO 2005 PM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	* .4	.6	1.5	.1	.0	.0	.1	.1	.2	.5	1.2	.7	.6	.0	.0	.0	.0	.0	.0	.0
5.	* .4	.5	1.4	.1	.0	.0	.1	.1	.2	.5	.8	.5	.6	.0	.0	.0	.0	.0	.0	.0
10.	* .3	.5	1.3	.1	.0	.0	.1	.2	.3	.4	.8	.5	.4	.0	.0	.0	.0	.0	.0	.0
15.	* .3	.5	1.3	.1	.0	.0	.2	.2	.3	.6	.8	.4	.4	.0	.0	.0	.0	.0	.0	.0
20.	* .3	.5	1.3	.1	.0	.0	.2	.2	.3	.7	.8	.4	.4	.0	.0	.0	.0	.0	.0	.0
25.	* .3	.4	1.2	.1	.0	.0	.2	.3	.3	.7	.9	.4	.4	.0	.0	.0	.0	.0	.0	.0
30.	* .4	.4	1.1	.1	.1	.0	.2	.3	.4	.6	1.0	.4	.4	.0	.0	.0	.0	.0	.0	.0
35.	* .4	.4	1.1	.1	.1	.0	.2	.3	.4	.5	.8	.3	.4	.0	.0	.0	.0	.0	.0	.0
40.	* .4	.4	1.1	.1	.2	.0	.2	.2	.3	.5	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0
45.	* .4	.4	1.1	.3	.2	.0	.2	.2	.4	.4	.9	.2	.3	.0	.0	.0	.0	.0	.0	.0
50.	* .3	.4	1.1	.3	.2	.1	.2	.2	.4	.5	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0
55.	* .4	.4	1.1	.3	.2	.1	.2	.1	.3	.5	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0
60.	* .4	.4	1.1	.4	.2	.2	.0	.0	.2	.4	.8	.2	.3	.0	.0	.0	.0	.0	.0	.0

```
  65.  *    .4    .4   1.0    .5    .3    .2    .0    .0    .1    .3    .8    .2
.3    .0    .0    .0    .0    .0    .0    .0
  70.  *    .4    .4    .9    .5    .3    .2    .0    .0    .1    .3    .8    .2
.3    .0    .0    .0    .0    .0    .0    .0
  75.  *    .4    .4    .9    .5    .3    .2    .0    .0    .1    .2    .7    .2
.3    .0    .1    .0    .0    .0    .0    .0
  80.  *    .4    .4    .8    .3    .2    .2    .0    .0    .1    .2    .7    .2
.3    .0    .1    .0    .0    .0    .0    .0
  85.  *    .4    .4    .8    .3    .2    .1    .0    .0    .1    .2    .6    .3
.3    .0    .1    .0    .0    .0    .0    .0
  90.  *    .5    .5    .9    .3    .2    .1    .0    .0    .1    .2    .5    .4
.4    .0    .1    .0    .0    .0    .0    .0
  95.  *    .5    .5    .9    .2    .1    .1    .0    .0    .1    .2    .6    .4
.4    .0    .1    .0    .0    .0    .0    .0
 100.  *    .5    .5   1.0    .2    .1    .1    .0    .0    .1    .2    .5    .4
.4    .0    .1    .0    .0    .0    .0    .0
 105.  *    .5    .5   1.0    .2    .1    .1    .0    .1    .1    .2    .5    .4
.5    .0    .1    .0    .0    .0    .0    .0
 110.  *    .6    .6   1.2    .2    .1    .1    .0    .0    .1    .2    .5    .4
.5    .0    .2    .0    .0    .0    .0    .0
 115.  *    .6    .6   1.1    .2    .1    .1    .0    .0    .1    .2    .6    .4
.8    .0    .2    .0    .0    .0    .0    .0
 120.  *    .7    .7   1.2    .3    .1    .1    .0    .0    .1    .3    .6    .5
.9    .0    .3    .0    .0    .0    .0    .0
 125.  *    .8    .8   1.5    .2    .1    .1    .0    .0    .1    .3    .6    .5
1.0    .0    .4    .0    .0    .0    .0    .0
 130.  *    .8   1.0   1.3    .2    .1    .1    .0    .0    .1    .3    .7    .7
1.1    .0    .4    .0    .0    .0    .0    .0
 135.  *    .9   1.2   1.5    .1    .1    .1    .0    .0    .1    .2    .8   1.0
1.1    .1    .6    .0    .0    .0    .2    .1
 140.  *    .9   1.2   1.7    .1    .1    .1    .0    .0    .0    .3   1.0   1.0
1.3    .4    .9    .0    .0    .0    .3    .2
 145.  *    .8   1.1   1.5    .1    .1    .1    .0    .0    .0    .2   1.0   1.2
1.3    .6   1.3    .0    .0    .0    .6    .7
 150.  *    .5    .8   1.4    .1    .1    .1    .0    .0    .0    .0   1.0   1.1
1.1    .8   1.6    .2    .0    .0    .9    .8
 155.  *    .3    .5   1.1    .1    .1    .1    .0    .0    .0    .0    .7    .9
.7   1.2   1.7    .3    .2    .1    .9   1.1
 160.  *    .2    .2    .8    .1    .1    .1    .0    .0    .0    .0    .4    .6
.3   1.0   1.6    .3    .1    .1   1.0    .9
 165.  *    .1    .1    .5    .1    .1    .0    .0    .0    .0    .0    .3    .5
.2   1.0   1.6    .4    .3    .3   1.0    .8
 170.  *    .1    .1    .4    .1    .1    .0    .0    .0    .0    .0    .2    .4
.1    .7   1.5    .3    .2    .2   1.1    .6
 175.  *    .0    .1    .3    .1    .1    .0    .0    .0    .0    .0    .1    .3
.1    .7   1.5    .2    .3    .2   1.0    .5
 180.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .1    .3
.1    .6   1.5    .2    .2    .2   1.0    .5
 185.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .1    .2
.1    .5   1.3    .2    .2    .2   1.1    .5
 190.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .1    .2
.0    .4   1.2    .2    .2    .3   1.1    .5
 195.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .1    .2
.0    .4   1.1    .2    .2    .3   1.2    .5
 200.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .2
.0    .4   1.1    .3    .2    .3    .9    .4
 205.  *    .0    .0    .1    .2    .2    .0    .0    .0    .0    .0    .0    .2
.0    .4   1.2    .3    .2    .3    .9    .4
```

```
 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .2
.0    .4   1.0    .4    .3    .3    .9    .4
 215.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .4   1.1    .5    .3    .3    .9    .3
 220.  *    .0    .0    .2    .3    .2    .0    .0    .0    .0    .0    .0    .1
.0    .4   1.2    .6    .4    .4    .8    .3
 225.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .4   1.4    .6    .5    .4    .8    .3
 230.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .1    .1
.0    .4   1.4    .7    .6    .3    .7    .3
 235.  *    .0    .0    .2    .2    .2    .0    .0    .0    .1    .1    .2    .1
.0    .4   1.3    .9    .5    .3    .5    .3
 240.  *    .0    .0    .1    .2    .1    .0    .0    .1    .2    .2    .3    .1
.0    .4   1.4    .7    .4    .3    .5    .3
 245.  *    .0    .0    .1    .1    .1    .0    .0    .2    .2    .2    .3    .1
.0    .4   1.4    .5    .5    .2    .4    .3
 250.  *    .0    .0    .0    .1    .1    .0    .0    .2    .2    .2    .4    .1
.0    .4   1.0    .5    .4    .2    .3    .3
 255.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .4    .2
.0    .4    .9    .5    .2    .1    .3    .3
 260.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .5    .2
.0    .4    .7    .4    .4    .2    .4    .4
 265.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .5    .2
.0    .4    .6    .4    .3    .2    .4    .4
 270.  *    .0    .0    .1    .0    .0    .0    .0    .2    .2    .2    .6    .2
.0    .4    .6    .4    .3    .2    .4    .4
 275.  *    .0    .0    .1    .0    .0    .0    .0    .2    .2    .2    .6    .2
.0    .4    .7    .4    .3    .2    .5    .5
 280.  *    .0    .0    .1    .0    .0    .0    .0    .2    .2    .2    .7    .2
.0    .4    .7    .5    .2    .2    .5    .5
 285.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1    .9    .2
.0    .4    .8    .4    .2    .2    .5    .5
 290.  *    .0    .0    .1    .0    .0    .0    .0    .1    .1    .1    .9    .2
.0    .4    .9    .4    .2    .2    .5    .5
 295.  *    .0    .1    .2    .0    .0    .0    .0    .1    .1    .1   1.0    .2
.1    .4   1.1    .3    .2    .2    .5    .5
 300.  *    .0    .1    .2    .0    .0    .0    .0    .1    .1    .1   1.1    .2
.1    .6   1.1    .3    .2    .1    .5    .5
 305.  *    .0    .1    .2    .0    .0    .0    .0    .1    .1    .1   1.2    .4
.1    .6    .9    .3    .2    .1    .6    .5
 310.  *    .0    .2    .4    .0    .0    .0    .0    .1    .1    .1   1.5    .4
.1    .9   1.0    .2    .1    .0    .6    .4
 315.  *    .0    .3    .5    .0    .0    .0    .0    .1    .1    .1   1.7    .8
.2   1.0    .9    .2    .0    .0    .6    .5
 320.  *    .1    .4    .8    .0    .0    .0    .0    .1    .1    .1   2.0   1.0
.5   1.0    .7    .1    .0    .0    .5    .5
 325.  *    .1    .6   1.2    .0    .0    .0    .0    .1    .1    .1   2.4   1.1
.7    .9    .6    .0    .0    .0    .5    .5
 330.  *    .2    .9   1.5    .0    .0    .0    .1    .1    .1    .1   2.4   1.2
1.0    .5    .4    .0    .0    .0    .3    .3
 335.  *    .4   1.0   1.5    .0    .0    .0    .1    .1    .1    .2   2.3   1.3
1.2    .4    .3    .0    .0    .0    .1    .2
 340.  *    .5   1.0   1.5    .0    .0    .0    .1    .1    .1    .2   2.1   1.2
1.2    .1    .1    .0    .0    .0    .1    .0
 345.  *    .5    .8   1.4    .0    .0    .0    .1    .1    .1    .3   1.9   1.1
.9    .1    .1    .0    .0    .0    .0    .0
```

```
 350.  *    .6    .7   1.5    .0    .0    .0    .1    .1    .1    .4   1.6   1.0
.7    .0    .1    .0    .0    .0    .0    .0
 355.  *    .5    .6   1.4    .0    .0    .0    .1    .1    .2    .4   1.4    .7
.7    .0    .0    .0    .0    .0    .0    .0
 360.  *    .4    .6   1.5    .1    .0    .0    .1    .1    .2    .5   1.2    .7
.6    .0    .0    .0    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .9   1.2   1.7    .5    .3    .2    .2    .3    .4    .7   2.4   1.3
1.3   1.2   1.7    .9    .6    .4   1.2   1.1
 DEGR. *  135   135   140    65    65    60    15    25    30    20   330   335
140   155   155   235   230   220   195   155
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THE HIGHEST CONCENTRATION OF 2.40 PPM OCCURRED AT RECEPTOR REC11.

```
                                        Sta_Van
'CO 2005 PM Existing Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1      '       1235    1630    6
'REC    Va2      '       1330    1496    6
'REC    Va3      '       1429    1355    6
'REC    Va4      '       1259    1234    6
'REC    Va5      '       1057    1096    6
'REC    Va6      '       867     977     6
'REC    Va7      '       904     917     6
'REC    Va8      '       1093    1047    6
'REC    Va9      '       1292    1184    6
'REC    Va10     '       1395    1252    6
'REC    Va11     '       1463    1303    6
'REC    Va12     '       1510    1239    6
'REC    Va13     '       1534    1171    6
'REC    Va14     '       1579    1205    6
'REC    Va15     '       1493    1344    6
'REC    Va16     '       1542    1372    6
'REC    Va17     '       1571    1396    6
'REC    Va18     '       1546    1460    6
'REC    Va19     '       1450    1416    6
'REC    Va20     '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 248. 15.24 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 248. 15.24 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 248. 15.24 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 248 76.63 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 80. 15.24 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 129. 15.24 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 129 76.63 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 129. 15.24 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 129. 15.24 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 129. 15.24 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 567. 12.75 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 537. 18.77 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 537 76.63 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 500. 10.03 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 500 76.63 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 456. 8.41 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 456. 8.08 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 563. 6.68 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 569. 17.02 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 569 76.63 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 471. 15.24 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 471 76.63 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 598. 6.89 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 598. 8.83 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 175. 15.24 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 132. 10.03 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 132 76.63 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 299. 10.03 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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▯                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                          PAGE  1

      JOB: CO 2005 PM Existing Stapleton                          RUN: Victory BLvd &
Bay ST Intersection

      DATE : 12/ 6/ 5
      TIME : 10:43:49

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =     .0 CM/S        VD =     .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =    5  (E)      ATIM =  60. MINUTES      MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *          LINK COORDINATES (FT)           *    LENGTH
BRG TYPE   VPH     EF       H   W     V/C QUEUE
                                *   X1         Y1         X2         Y2     *     (FT)
(DEG)             (G/MI)  (FT) (FT)        (VEH)

-----------------------*----------------------------------------*-----------------
----------------------------------------
      1. L1 BAY ST NB UP 1-2 *    950.0    2917.0    1082.0    3250.0 *     358.
22. AG    412.   6.7    .0 40.0
      2. L2 BAY ST NB UP 2-3 *   1082.0    3250.0    1146.0    3443.0 *     203.
18. AG    412.   6.7    .0 40.0
      3. L3 BAY ST NB UP 3-4 *   1146.0    3443.0    1058.0    3744.0 *     314.
344. AG   521.   6.7    .0 40.0
      4. L3Q BAY ST NB UP 3-4*   1058.0    3744.0    1074.8    3686.7 *      60.
164. AG   144. 100.0    .0 20.0  .26   3.0
      5. L4 BAY ST NB UP 4-5 *   1058.0    3744.0     982.0    3913.0 *     185.
336. AG   691.  10.9    .0 40.0
      6. L5 BAY ST NB UP 5-6 *    982.0    3913.0    1020.0    4076.0 *     167.
13. AG    690.  10.9    .0 40.0
      7. L5Q BAY ST NB UP 5-6*   1020.0    4076.0    1002.0    3998.8 *      79.
193. AG   144. 100.0    .0 20.0  .35   4.0
      8. L6 BAY ST NB UP 6-7 *   1020.0    4076.0    1076.0    4394.0 *     323.
10. AG    693.  10.9    .0 40.0
      9. L7 BAY ST SB UP 1-2 *   1055.0    4396.0    1006.0    4080.0 *     320.
189. AG  1074.   7.3    .0 40.0
     10. L7Q BAY ST SB UP 1-2*   1006.0    4080.0    1024.9    4201.9 *     123.
 9. AG    144. 100.0    .0 20.0  .54   6.3
     11. L8 BAY ST SB UP 2-3 *   1006.0    4080.0     952.0    3900.0 *     188.
197. AG   858.   7.3    .0 40.0
     12. L9 BAY ST SB UP 3-4 *    952.0    3900.0    1016.0    3750.0 *     163.
157. AG  1016.   7.3    .0 40.0
     13. L9Q BAY ST SB UP 3-4*   1016.0    3750.0     970.2    3857.3 *     117.
337. AG   144. 100.0    .0 20.0  .52   5.9
     14. L10 BAY ST SB UP 4-5*   1016.0    3750.0    1113.0    3446.0 *     319.
162. AG   652.   7.9    .0 40.0
     15. L11 BAY ST SB UP 5-6*   1113.0    3446.0    1075.0    3258.0 *     192.
191. AG   628.   6.8    .0 40.0
     16. L12 BAY ST SB UP 6-7*   1075.0    3258.0     943.0    2916.0 *     367.
201. AG   628.   6.8    .0 40.0
     17. L13 HANNAH ST 1-2 WB*   1120.0    3789.0    1035.0    3758.0 *      90.
250. AG   308.  10.9    .0 32.0
     18. L13Q HANNAH ST 1-2 W*   1035.0    3758.0    1158.4    3803.0 *     131.
70. AG   134. 100.0    .0 12.0  .61   6.7
     19. L14 HANNAH ST 2-3 WB*   1035.0    3758.0     885.0    3708.0 *     158.
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252. AG    284.  10.9    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    284.  10.9    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     71.  10.9    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     71.  10.9    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1007.4    3738.2 *      30.
251. AG    134. 100.0    .0 12.0  .14   1.5
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    291.  10.9    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    179.  10.9    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    179.  10.9    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     950.3    4072.1 *      38.
276. AG    267. 100.0    .0 20.0  .18   1.9
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.  10.9    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     24.  10.9    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.1    4091.7 *       5.
82. AG    267. 100.0    .0 20.0  .02    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    413.  10.9    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    413.  10.9    .0 40.0
```


JOB: CO 2005 PM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 12/ 6/ 5
TIME : 10:43:49

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
4. L3Q BAY ST NB UP 3-4	*	120	42	2.0	521	1600	76.63	1	3
7. L5Q BAY ST NB UP 5-6	*	120	42	2.0	690	1600	76.63	1	3
10. L7Q BAY ST SB UP 1-2	*	120	42	2.0	1074	1600	76.63	1	3
13. L9Q BAY ST SB UP 3-4	*	120	42	2.0	1016	1600	76.63	1	3
18. L13Q HANNAH ST 1-2 W	*	120	78	2.0	308	1600	76.63	1	3
23. L14aQ HANNAH ST 2-3	*	120	78	2.0	71	1600	76.63	1	3
27. L17Q VICTORY BLVD EB	*	120	78	2.0	179	1600	76.63	1	3
30. L19Q VICTORY BLVD WB	*	120	78	2.0	24	1600	76.63	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0
7. REC V7	1040.0	4396.0	6.0
8. REC V8	966.0	4116.0	6.0
9. REC V9	888.0	4115.0	6.0
10. REC V10	839.0	4137.0	6.0
11. REC V11	1025.0	4034.0	6.0
12. REC V12	891.0	3999.0	6.0
13. REC V13	956.0	4055.0	6.0
14. REC V14	1133.0	4039.0	6.0
15. REC V15	1217.0	4050.0	6.0
16. REC V16	1337.0	4064.0	6.0

JOB: CO 2005 PM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	.0	.0	1.1	.5	.0	.1	.0	.0	.0	.0	1.7	.1	1.0	.0	.0	.0
5.	.0	.0	1.0	.5	.0	.2	.0	.0	.0	.0	1.6	.1	1.1	.0	.0	.0
10.	.0	.0	.8	.4	.0	.4	.0	.1	.0	.0	1.3	.1	1.2	.0	.0	.0
15.	.0	.0	.6	.3	.0	.5	.0	.3	.0	.0	.9	.1	1.4	.0	.0	.0
20.	.0	.0	.5	.3	.0	.6	.0	.3	.0	.0	.7	.3	1.5	.0	.0	.0
25.	.0	.0	.3	.2	.0	.7	.0	.6	.0	.0	.3	.4	1.7	.0	.0	.0
30.	.0	.0	.2	.1	.0	.6	.0	.6	.1	.0	.2	.5	1.8	.0	.0	.0
35.	.0	.0	.1	.1	.0	.7	.0	.7	.2	.0	.1	.5	1.9	.0	.0	.0
40.	.0	.0	.1	.1	.0	.7	.0	.7	.2	.1	.1	.7	1.8	.0	.0	.0
45.	.0	.0	.1	.1	.0	.6	.1	.7	.2	.2	.1	.7	1.8	.0	.0	.0

```
  50.  *    .0    .0    .1    .1    .0    .5    .1    .7    .2    .2    .1    .6
1.9    .0    .0    .0
  55.  *    .0    .0    .1    .1    .0    .5    .1    .7    .3    .2    .0    .8
1.7    .0    .0    .0
  60.  *    .0    .0    .1    .0    .0    .5    .1    .7    .3    .2    .0    .6
1.5    .0    .0    .0
  65.  *    .0    .0    .1    .0    .0    .5    .1    .7    .3    .2    .0    .4
1.6    .0    .0    .0
  70.  *    .0    .0    .0    .0    .0    .5    .1    .7    .5    .3    .0    .4
1.5    .0    .0    .0
  75.  *    .0    .0    .0    .0    .0    .4    .1    .7    .5    .3    .0    .4
1.3    .0    .0    .0
  80.  *    .0    .0    .0    .0    .0    .4    .1    .7    .5    .3    .0    .3
.9     .0    .0    .0
  85.  *    .0    .0    .0    .0    .0    .4    .2    .8    .6    .3    .0    .3
.8     .0    .0    .0
  90.  *    .0    .0    .0    .0    .0    .4    .2    .8    .6    .3    .0    .3
.6     .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .5    .3    .8    .6    .4    .0    .3
.7     .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .5    .3    .9    .7    .4    .0    .2
.6     .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .5    .4    .8    .8    .6    .0    .2
.6     .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .4    .4    .8    .9    .5    .0    .2
.6     .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .4    .4    .8    .9    .5    .0    .2
.6     .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .4    .4    .8   1.0    .6    .0    .2
.6     .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .5    .5    .8    .8    .6    .0    .3
.6     .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .5    .5   1.0    .8    .6    .0    .4
.6     .0    .0    .0
 135.  *    .0    .0    .1    .0    .0    .6    .5    .8    .7    .5    .0    .5
.6     .0    .0    .0
 140.  *    .0    .0    .1    .0    .0    .6    .5    .9    .7    .4    .0    .5
.5     .0    .0    .0
 145.  *    .0    .0    .1    .1    .0    .7    .5    .8    .5    .5    .0    .5
.6     .0    .0    .0
 150.  *    .0    .0    .1    .1    .0    .8    .6    .9    .6    .6    .0    .5
.6     .0    .0    .0
 155.  *    .0    .0    .1    .1    .0    .9    .7   1.1    .8    .5    .2    .4
.6     .0    .0    .0
 160.  *    .0    .0    .2    .1    .0   1.1    .7   1.3    .7    .4    .2    .3
.7     .0    .0    .0
 165.  *    .0    .0    .2    .1    .0   1.1    .8   1.1    .6    .2    .2    .2
.7     .0    .0    .0
 170.  *    .0    .0    .4    .1    .1   1.3    .8   1.4    .4    .2    .4    .0
.7     .0    .0    .0
 175.  *    .0    .0    .6    .2    .1   1.5   1.0   1.2    .2    .1    .5    .0
.6     .0    .0    .0
 180.  *    .0    .0    .9    .3    .2   1.6   1.0   1.3    .2    .1    .6    .0
.5     .1    .0    .0
 185.  *    .0    .0   1.3    .8    .5   1.3   1.0   1.0    .2    .1    .6    .0
.3     .1    .0    .0
 190.  *    .0    .0   1.3   1.0    .7    .9    .7    .6    .2    .1    .8    .0
.1     .2    .0    .0
 195.  *    .0    .0   1.7   1.2    .8    .6    .6    .4    .2    .1    .9    .0
.0     .2    .1    .0
 200.  *    .0    .1   1.3   1.5    .9    .3    .3    .4    .1    .2   1.0    .0
.0     .2    .1    .0
 205.  *    .0    .0   1.4   1.3    .9    .3    .2    .3    .1    .2   1.1    .0
```

.0 .3 .1 .0

JOB: CO 2005 PM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16
210.	*	.0	.0	1.5	1.1	.7	.1	.1	.2	.2	.1	1.1	.0	.0	.3	.1	.0
215.	*	.0	.1	1.4	1.0	.6	.1	.1	.4	.2	.1	1.1	.0	.0	.3	.2	.1
220.	*	.0	.0	1.4	.8	.6	.0	.1	.3	.2	.1	1.2	.0	.0	.3	.2	.1
225.	*	.0	.0	1.4	.8	.5	.0	.1	.3	.2	.1	1.2	.0	.0	.2	.3	.1
230.	*	.0	.1	1.4	.6	.4	.0	.1	.3	.2	.3	1.2	.0	.0	.1	.2	.0
235.	*	.0	.2	1.3	.6	.4	.0	.0	.3	.2	.3	1.1	.0	.0	.2	.0	.0
240.	*	.0	.3	1.3	.6	.4	.0	.0	.2	.2	.3	1.1	.0	.0	.2	.0	.0
245.	*	.1	.3	1.1	.5	.4	.1	.0	.2	.2	.3	1.0	.0	.0	.2	.1	.0
250.	*	.1	.2	1.0	.5	.3	.1	.0	.2	.4	.3	1.0	.0	.0	.3	.2	.0
255.	*	.0	.3	.9	.4	.2	.0	.0	.2	.3	.3	1.0	.0	.0	.3	.3	.0
260.	*	.1	.5	.9	.4	.2	.0	.0	.3	.3	.3	.9	.0	.0	.3	.3	.0
265.	*	.2	.3	1.0	.4	.1	.0	.0	.3	.3	.3	.9	.0	.0	.3	.3	.1
270.	*	.3	.3	.9	.4	.1	.0	.0	.2	.3	.4	.9	.0	.1	.5	.3	.0
275.	*	.3	.3	.9	.4	.0	.0	.0	.2	.4	.4	.9	.0	.1	.4	.3	.1
280.	*	.2	.3	.8	.4	.0	.0	.0	.2	.4	.3	1.0	.0	.1	.5	.3	.1
285.	*	.2	.3	.8	.4	.0	.0	.0	.1	.3	.2	1.3	.0	.2	.5	.4	.3
290.	*	.2	.2	.8	.4	.0	.0	.0	.1	.3	.2	1.5	.0	.2	.6	.3	.3
295.	*	.2	.2	.8	.4	.0	.0	.0	.0	.2	.2	1.5	.0	.3	.5	.3	.2
300.	*	.2	.2	.8	.4	.0	.0	.0	.0	.1	.1	1.6	.0	.3	.4	.3	.2
305.	*	.2	.2	.8	.4	.0	.0	.0	.0	.1	.1	1.4	.0	.4	.3	.3	.2
310.	*	.0	.2	.9	.5	.0	.0	.0	.0	.1	.0	1.5	.1	.4	.4	.3	.2
315.	*	.0	.2	1.0	.5	.0	.0	.0	.0	.0	.0	1.4	.1	.3	.3	.2	.0
320.	*	.0	.2	1.0	.6	.0	.0	.0	.0	.0	.0	1.3	.1	.4	.3	.2	.0
325.	*	.0	.1	1.0	.6	.0	.0	.0	.0	.0	.0	1.5	.1	.4	.3	.2	.0
330.	*	.0	.0	1.0	.6	.0	.0	.0	.0	.0	.0	1.5	.1	.5	.3	.2	.0

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 335.  *    .0    .0   1.0    .7    .0    .0    .0    .0    .0    .0   1.5    .1
.5    .2    .1    .0
 340.  *    .0    .0   1.2    .7    .0    .0    .0    .0    .0    .0   1.7    .1
.6    .2    .0    .0
 345.  *    .0    .0   1.1    .7    .0    .0    .0    .0    .0    .0   1.9    .1
.7    .2    .0    .0
 350.  *    .0    .0   1.1    .6    .0    .0    .0    .0    .0    .0   1.9    .0
.8    .2    .0    .0
 355.  *    .0    .0   1.1    .6    .0    .1    .0    .0    .0    .0   1.8    .0
.9    .1    .0    .0
 360.  *    .0    .0   1.1    .5    .0    .1    .0    .0    .0    .0   1.7    .1
1.0    .0    .0    .0

------*-------------------------------------------------------------------------------
-------------------
 MAX   *    .3    .5   1.7   1.5    .9   1.6   1.0   1.4   1.0    .6   1.9    .8
1.9    .6    .4    .3
 DEGR. *  270   260   195   200   200   180   175   170   120   105   345    55
50   290   285   285

 THE HIGHEST CONCENTRATION OF    1.90 PPM OCCURRED AT RECEPTOR REC13.
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                                        Sta_Vic
'CO 2005 PM Existing Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1       '       1328    4151    6
'REC    V2       '       1235    4141    6
'REC    V3       '       1041    4131    6
'REC    V4       '       1069    4277    6
'REC    V5       '       1094    4402    6
'REC    V6       '       1008    4231    6
'REC    V7       '       1040    4396    6
'REC    V8       '       966     4116    6
'REC    V9       '       888     4115    6
'REC    V10      '       839     4137    6
'REC    V11      '       1025    4034    6
'REC    V12      '       891     3999    6
'REC    V13      '       956     4055    6
'REC    V14      '       1133    4039    6
'REC    V15      '       1217    4050    6
'REC    V16      '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 412. 6.69 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 412. 6.69 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 521. 6.68 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 521 76.63 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 691. 10.87 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 690. 10.87 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 690 76.63 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 693. 10.87 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1074. 7.31 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1074 76.63 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 858. 7.31 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1016. 7.31 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1016 76.63 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 652. 7.92 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 628. 6.84 0. 40.
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1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 628. 6.84 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 308. 10.87 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 308 76.63 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 284. 10.87 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 284. 10.87 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 71. 10.87 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 71. 10.87 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 71 76.63 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 291. 10.87 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 179. 10.87 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 179. 10.87 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 179 76.63 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 10.87 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 24. 10.87 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 24 76.63 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 413. 10.87 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 413. 10.87 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 17:21:19

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	325.	7.9	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	325.	7.9	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	453.	7.9	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1772.2	938.1	*	35.	133.	AG	103.	100.0	.0	30.0	.15	1.8
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	206.	7.9	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	151.	7.9	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1606.9	1114.7	*	21.	136.	AG	192.	100.0	.0	30.0	.10	1.1
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	167.	7.9	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	240.	7.9	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	240.	7.9	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	706.	6.4	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	618.	9.6	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1745.6	899.2	*	47.	147.	AG	103.	100.0	.0	30.0	.21	2.4
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	701.	6.8	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1510.5	1292.5	*	54.	150.	AG	103.	100.0	.0	30.0	.24	2.7
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	628.	4.4	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	628.	4.1	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	676.	3.4	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

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145. AG    676.   8.5    .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1415.3    1400.3 *      52.
325. AG    103. 100.0    .0 30.0  .23   2.6
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    560.   7.9    .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.5    1001.5 *      43.
331. AG    103. 100.0    .0 30.0  .19   2.2
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    705.   3.5    .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    753.   4.5    .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    177.   7.9    .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    165.   6.8    .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1439.6    1308.8 *      23.
236. AG    192. 100.0    .0 30.0  .11   1.2
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    362.   6.8    .0 32.0
```


JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 17:21:19

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
4. L3Q EDGEWATER ST NB	*	120	42	2.0	453	1600	36.74	1	3
7. L4Q EDGEWATER ST SB	*	120	78	2.0	151	1600	36.74	1	3
13. L8Q BAY ST NB 3-2	*	120	42	2.0	618	1600	36.74	1	3
15. L9Q BAY ST NB 5-4T	*	120	42	2.0	701	1600	36.74	1	3
20. L13Q BAY ST SB 3-2	*	120	42	2.0	676	1600	36.74	1	3
22. L14Q BAY ST SB 1T-3	*	120	42	2.0	560	1600	36.74	1	3
27. L19Q VANDERBILT AVE	*	120	78	2.0	165	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. REC Va1	*	1235.0	1630.0	6.0	*
2. REC Va2	*	1330.0	1496.0	6.0	*
3. REC Va3	*	1429.0	1355.0	6.0	*
4. REC Va4	*	1259.0	1234.0	6.0	*
5. REC Va5	*	1057.0	1096.0	6.0	*

6.	REC	Va6	*	867.0	977.0	6.0	*
7.	REC	Va7	*	904.0	917.0	6.0	*
8.	REC	Va8	*	1093.0	1047.0	6.0	*
9.	REC	Va9	*	1292.0	1184.0	6.0	*
10.	REC	Va10	*	1395.0	1252.0	6.0	*
11.	REC	Va11	*	1463.0	1303.0	6.0	*
12.	REC	Va12	*	1510.0	1239.0	6.0	*
13.	REC	Va13	*	1534.0	1171.0	6.0	*
14.	REC	Va14	*	1579.0	1205.0	6.0	*
15.	REC	Va15	*	1493.0	1344.0	6.0	*
16.	REC	Va16	*	1542.0	1372.0	6.0	*
17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	*	.3	.4	.9	.0	.0	.0	.1	.1	.1	.2	.5	.6	.3	.0	.0	.0	.0	.0	.0	.0
5.	*	.3	.4	.8	.0	.0	.0	.1	.1	.2	.3	.5	.4	.3	.0	.0	.0	.0	.0	.0	.0
10.	*	.3	.3	.7	.1	.0	.0	.1	.1	.2	.3	.5	.4	.3	.0	.0	.0	.0	.0	.0	.0
15.	*	.3	.3	.7	.1	.0	.0	.1	.1	.2	.3	.5	.4	.3	.0	.0	.0	.0	.0	.0	.0
20.	*	.3	.3	.7	.1	.0	.0	.1	.1	.2	.3	.5	.3	.3	.0	.0	.0	.0	.0	.0	.0
25.	*	.3	.3	.7	.1	.0	.0	.2	.2	.3	.3	.5	.3	.3	.0	.0	.0	.0	.0	.0	.0
30.	*	.2	.3	.7	.1	.0	.0	.2	.2	.2	.1	.5	.2	.3	.0	.0	.0	.0	.0	.0	.0
35.	*	.2	.3	.6	.1	.0	.0	.2	.2	.2	.2	.5	.2	.3	.0	.0	.0	.0	.0	.0	.0
40.	*	.2	.3	.6	.0	.0	.0	.2	.2	.2	.3	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0
45.	*	.2	.3	.6	.1	.1	.0	.2	.2	.2	.3	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0
50.	*	.2	.3	.7	.1	.1	.1	.2	.2	.1	.3	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0
55.	*	.2	.3	.7	.1	.2	.1	.1	.0	.0	.3	.5	.2	.2	.0	.0	.0	.0	.0	.0	.0
60.	*	.3	.3	.6	.2	.2	.1	.0	.0	.0	.4	.5	.2	.2	.0	.0	.0	.0	.0	.0	.0

```
  65.  *    .3    .3    .6    .2    .2    .2    .0    .0    .0    .3    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  70.  *    .3    .3    .5    .2    .2    .2    .0    .0    .0    .3    .5    .2
.2    .0    .0    .0    .0    .0    .0    .0
  75.  *    .3    .3    .5    .2    .2    .1    .0    .0    .0    .2    .4    .2
.2    .0    .0    .0    .0    .0    .0    .0
  80.  *    .3    .3    .5    .1    .1    .1    .0    .0    .0    .2    .4    .2
.2    .0    .0    .0    .0    .0    .0    .0
  85.  *    .3    .3    .5    .1    .1    .1    .0    .0    .0    .2    .4    .2
.3    .0    .0    .0    .0    .0    .0    .0
  90.  *    .3    .3    .4    .1    .1    .1    .0    .0    .0    .2    .5    .2
.3    .0    .0    .0    .0    .0    .0    .0
  95.  *    .3    .3    .6    .1    .1    .1    .0    .0    .0    .2    .5    .3
.3    .0    .1    .0    .0    .0    .0    .0
 100.  *    .3    .3    .6    .1    .1    .1    .0    .0    .0    .2    .5    .3
.3    .0    .1    .0    .0    .0    .0    .0
 105.  *    .4    .4    .7    .1    .1    .1    .0    .0    .0    .2    .4    .3
.3    .0    .1    .0    .0    .0    .0    .0
 110.  *    .4    .4    .8    .1    .1    .1    .0    .0    .0    .2    .4    .3
.4    .0    .1    .0    .0    .0    .0    .0
 115.  *    .4    .4    .8    .1    .1    .1    .0    .0    .0    .2    .5    .3
.4    .0    .1    .0    .0    .0    .0    .0
 120.  *    .4    .4    .8    .1    .1    .1    .0    .0    .0    .2    .4    .4
.5    .0    .2    .0    .0    .0    .0    .0
 125.  *    .5    .5    .8    .1    .1    .1    .0    .0    .0    .2    .5    .4
.6    .0    .2    .0    .0    .0    .0    .0
 130.  *    .5    .6    .9    .1    .1    .1    .0    .0    .0    .2    .5    .4
.7    .0    .3    .0    .0    .0    .0    .0
 135.  *    .5    .8   1.0    .1    .1    .1    .0    .0    .0    .2    .5    .6
.7    .1    .4    .0    .0    .0    .0    .1
 140.  *    .5    .8   1.0    .1    .1    .1    .0    .0    .0    .0    .6    .7
.7    .1    .5    .0    .0    .0    .3    .1
 145.  *    .5    .6    .8    .1    .1    .1    .0    .0    .0    .0    .6    .8
.7    .4    .7    .0    .0    .0    .4    .3
 150.  *    .3    .5    .8    .1    .1    .1    .0    .0    .0    .0    .5    .7
.4    .6   1.1    .0    .0    .0    .5    .6
 155.  *    .2    .3    .6    .1    .1    .1    .0    .0    .0    .0    .3    .5
.3    .6   1.0    .1    .0    .0    .5    .6
 160.  *    .1    .1    .5    .1    .1    .0    .0    .0    .0    .0    .2    .4
.2    .6   1.1    .1    .0    .0    .5    .6
 165.  *    .1    .1    .4    .1    .1    .0    .0    .0    .0    .0    .2    .3
.1    .5   1.1    .2    .1    .1    .6    .6
 170.  *    .0    .0    .3    .1    .1    .0    .0    .0    .0    .0    .1    .2
.1    .5   1.0    .2    .1    .2    .7    .4
 175.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .1    .2
.1    .5   1.0    .2    .2    .2    .5    .3
 180.  *    .0    .0    .2    .1    .1    .0    .0    .0    .0    .0    .1    .2
.0    .5    .9    .2    .2    .2    .5    .3
 185.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3    .8    .2    .2    .2    .6    .3
 190.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3    .7    .2    .2    .3    .6    .3
 195.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3    .7    .3    .2    .3    .6    .3
 200.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3    .6    .3    .2    .3    .6    .3
 205.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3    .5    .3    .2    .2    .6    .3
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 WIND   * CONCENTRATION
 ANGLE  *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .0    .1    .1    .1    .0    .0    .0    .0    .0    .0    .1
.0    .3    .6    .4    .3    .3    .6    .2
 215.  *    .0    .0    .1    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .3    .6    .4    .3    .1    .6    .2
 220.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .3    .7    .4    .3    .1    .5    .2
 225.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .3    .7    .5    .3    .2    .5    .2
 230.  *    .0    .0    .2    .2    .2    .0    .0    .0    .0    .0    .0    .1
.0    .3    .8    .4    .3    .2    .5    .2
 235.  *    .0    .0    .1    .2    .2    .0    .0    .0    .0    .0    .1    .1
.0    .3    .9    .5    .4    .3    .4    .2
 240.  *    .0    .0    .1    .1    .1    .0    .0    .0    .2    .2    .3    .1
.0    .3    .8    .4    .3    .2    .4    .2
 245.  *    .0    .0    .1    .1    .1    .0    .0    .1    .2    .2    .3    .1
.0    .3    .8    .4    .2    .2    .3    .2
 250.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .4    .1
.0    .3    .6    .3    .1    .1    .3    .2
 255.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .4    .1
.0    .3    .5    .1    .1    .1    .3    .2
 260.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .4    .1
.0    .3    .5    .1    .2    .1    .3    .2
 265.  *    .0    .0    .0    .0    .0    .0    .0    .2    .2    .2    .5    .1
.0    .3    .5    .2    .2    .1    .3    .3
 270.  *    .0    .0    .0    .0    .0    .0    .0    .1    .2    .1    .5    .1
.0    .3    .4    .3    .2    .1    .3    .3
 275.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .4    .1
.0    .3    .5    .3    .2    .1    .3    .3
 280.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .5    .1
.0    .3    .5    .3    .1    .1    .3    .3
 285.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .5    .1
.0    .3    .5    .3    .1    .1    .3    .3
 290.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .6    .1
.0    .3    .6    .2    .1    .1    .3    .3
 295.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .6    .1
.0    .3    .4    .2    .1    .1    .3    .3
 300.  *    .0    .0    .0    .0    .0    .0    .0    .1    .1    .1    .7    .2
.0    .3    .6    .2    .1    .1    .4    .4
 305.  *    .0    .1    .2    .0    .0    .0    .0    .1    .1    .1    .8    .2
.1    .5    .6    .2    .1    .0    .4    .4
 310.  *    .0    .1    .2    .0    .0    .0    .0    .1    .1    .1    .8    .3
.1    .6    .6    .2    .0    .0    .4    .3
 315.  *    .0    .2    .3    .0    .0    .0    .0    .1    .1    .1    .9    .5
.1    .7    .5    .1    .0    .0    .4    .3
 320.  *    .0    .2    .5    .0    .0    .0    .0    .1    .1    .1   1.0    .5
.2    .7    .5    .0    .0    .0    .3    .3
 325.  *    .1    .3    .7    .0    .0    .0    .0    .1    .1    .1   1.2    .7
.4    .7    .3    .0    .0    .0    .3    .2
 330.  *    .1    .5    .8    .0    .0    .0    .0    .1    .1    .1   1.4    .8
.5    .5    .3    .0    .0    .0    .1    .2
 335.  *    .2    .7   1.0    .0    .0    .0    .0    .1    .1    .1   1.3    .9
.8    .3    .1    .0    .0    .0    .1    .1
 340.  *    .3    .6    .9    .0    .0    .0    .1    .1    .1    .2   1.2    .8
.7    .1    .1    .0    .0    .0    .0    .0
 345.  *    .3    .5    .9    .0    .0    .0    .1    .1    .1    .2   1.0    .7
.5    .1    .1    .0    .0    .0    .0    .0
```

```
 350.  *    .3    .4    .8    .0    .0    .0    .1    .1    .1    .2    .8    .6
.5    .0    .0    .0    .0    .0    .0    .0
 355.  *    .3    .4    .8    .0    .0    .0    .1    .1    .1    .2    .8    .6
.5    .0    .0    .0    .0    .0    .0    .0
 360.  *    .3    .4    .9    .0    .0    .0    .1    .1    .1    .2    .5    .6
.3    .0    .0    .0    .0    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .5    .8   1.0    .2    .2    .2    .2    .2    .3    .4   1.4    .9
.8    .7   1.1    .5    .4    .3    .7    .6
 DEGR. *  125   135   135    60    55    65    25    25    25    60   330   335
335   315   150   225   235   190   170   150
```

THE HIGHEST CONCENTRATION OF 1.40 PPM OCCURRED AT RECEPTOR REC11.

JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 17:25:50

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	325.	7.9	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	325.	7.9	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	453.	7.9	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1772.2	938.1	*	35.	133.	AG	103.	100.0	.0	30.0	.15	1.8
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	206.	7.9	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	151.	7.9	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1606.9	1114.7	*	21.	136.	AG	192.	100.0	.0	30.0	.10	1.1
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	167.	7.9	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	240.	7.9	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	240.	7.9	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	706.	6.4	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	618.	9.6	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1745.6	899.2	*	47.	147.	AG	103.	100.0	.0	30.0	.21	2.4
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	701.	6.8	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1510.5	1292.5	*	54.	150.	AG	103.	100.0	.0	30.0	.24	2.7
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	628.	4.4	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	628.	4.1	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	676.	3.4	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

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145. AG    676.   8.5    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1415.3    1400.3 *      52.
325. AG    103. 100.0    .0 30.0  .23   2.6
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    560.   7.9    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.5    1001.5 *      43.
331. AG    103. 100.0    .0 30.0  .19   2.2
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    705.   3.5    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    753.   4.5    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    177.   7.9    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    165.   6.8    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1439.6    1308.8 *      23.
236. AG    192. 100.0    .0 30.0  .11   1.2
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    362.   6.8    .0 32.0
```


JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 17:25:50

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
4. L3Q EDGEWATER ST NB	*	120	42	2.0	453	1600	36.74	1	3
7. L4Q EDGEWATER ST SB	*	120	78	2.0	151	1600	36.74	1	3
13. L8Q BAY ST NB 3-2	*	120	42	2.0	618	1600	36.74	1	3
15. L9Q BAY ST NB 5-4T	*	120	42	2.0	701	1600	36.74	1	3
20. L13Q BAY ST SB 3-2	*	120	42	2.0	676	1600	36.74	1	3
22. L14Q BAY ST SB 1T-3	*	120	42	2.0	560	1600	36.74	1	3
27. L19Q VANDERBILT AVE	*	120	78	2.0	165	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. REC G1	*	1570.0	1110.0	6.0	*
2. REC G2	*	1624.0	966.0	6.0	*
3. REC G3	*	1463.0	787.0	6.0	*
4. REC G4	*	1175.0	485.0	6.0	*
5. REC G5	*	1199.0	437.0	6.0	*

6.	REC	G6	*	1478.0	738.0	6.0 *
7.	REC	G7	*	1665.0	932.0	6.0 *
8.	REC	G8	*	1728.0	842.0	6.0 *
9.	REC	G9	*	1814.0	728.0	6.0 *
10.	REC	G10	*	1946.0	606.0	6.0 *
11.	REC	G11	*	1889.0	716.0	6.0 *
12.	REC	G12	*	1931.0	760.0	6.0 *
13.	REC	G13	*	2036.0	658.0	6.0 *
14.	REC	G14	*	2065.0	687.0	6.0 *
15.	REC	G15	*	1922.0	819.0	6.0 *
16.	REC	G16	*	1744.0	925.0	6.0 *
17.	REC	G17	*	1814.0	841.0	6.0 *
18.	REC	G18	*	1717.0	1010.0	6.0 *
19.	REC	G19	*	1691.0	1039.0	6.0 *
20.	REC	G20	*	1577.0	1215.0	6.0 *

JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	.4	.3	.0	.0	.0	.0	.5	.5	.3	.1	.1	.2	.2	.0	.0	.3	.1	.0	.0	.0
5.	*	.3	.3	.0	.0	.0	.0	.4	.6	.3	.0	.1	.1	.2	.0	.0	.3	.1	.0	.0	.0
10.	*	.3	.4	.0	.0	.1	.1	.4	.6	.3	.0	.1	.1	.1	.0	.0	.3	.1	.0	.0	.0
15.	*	.3	.3	.0	.0	.1	.1	.4	.5	.3	.0	.1	.1	.1	.0	.0	.3	.1	.0	.0	.0
20.	*	.3	.3	.0	.0	.1	.1	.2	.4	.3	.0	.1	.1	.1	.0	.0	.4	.1	.0	.0	.0
25.	*	.3	.4	.0	.0	.1	.1	.2	.4	.3	.0	.1	.1	.1	.0	.0	.4	.1	.0	.0	.0
30.	*	.4	.4	.0	.0	.1	.1	.2	.3	.3	.0	.1	.1	.1	.0	.0	.4	.1	.0	.0	.0
35.	*	.3	.4	.1	.0	.1	.0	.2	.3	.3	.0	.1	.1	.1	.0	.0	.4	.1	.0	.0	.0
40.	*	.3	.4	.1	.1	.1	.0	.2	.3	.3	.0	.1	.1	.1	.0	.0	.4	.1	.0	.0	.0
45.	*	.4	.5	.1	.1	.0	.0	.2	.3	.3	.0	.1	.1	.1	.0	.0	.4	.1	.0	.0	.0
50.	*	.5	.5	.1	.1	.0	.0	.2	.3	.3	.0	.1	.1	.1	.0	.0	.3	.1	.0	.0	.0
55.	*	.6	.5	.1	.1	.0	.0	.2	.3	.3	.0	.1	.1	.1	.0	.0	.3	.1	.0	.0	.0
60.	*	.6	.5	.1	.1	.0	.0	.2	.3	.3	.0	.1	.1	.1	.0	.0	.3	.1	.0	.0	.0

```
  65.  *    .6    .5    .1    .1    .0    .0    .3    .3    .2    .0    .1    .1
.1    .0    .0    .2    .1    .0    .0    .0
  70.  *    .6    .5    .1    .1    .0    .0    .3    .3    .2    .0    .1    .1
.1    .0    .0    .2    .1    .0    .0    .0
  75.  *    .6    .5    .1    .1    .0    .0    .4    .3    .3    .0    .1    .1
.1    .0    .0    .2    .1    .0    .0    .0
  80.  *    .5    .4    .1    .1    .0    .0    .5    .3    .3    .0    .1    .1
.1    .0    .0    .3    .1    .0    .0    .0
  85.  *    .5    .4    .1    .1    .0    .0    .5    .3    .4    .0    .1    .1
.1    .0    .0    .2    .1    .0    .0    .0
  90.  *    .4    .5    .1    .1    .0    .0    .6    .3    .4    .0    .1    .1
.1    .0    .0    .2    .1    .0    .0    .0
  95.  *    .5    .4    .1    .1    .0    .0    .5    .3    .3    .0    .1    .4
.2    .0    .0    .2    .2    .0    .0    .0
 100.  *    .4    .6    .1    .0    .0    .0    .5    .4    .2    .0    .1    .4
.2    .0    .0    .2    .2    .0    .0    .0
 105.  *    .4    .5    .0    .0    .0    .0    .6    .4    .3    .0    .1    .4
.2    .0    .0    .2    .2    .0    .0    .0
 110.  *    .4    .5    .0    .0    .0    .0    .5    .4    .3    .0    .0    .4
.3    .0    .0    .3    .2    .0    .0    .0
 115.  *    .4    .4    .0    .0    .0    .0    .5    .4    .3    .0    .0    .4
.3    .0    .0    .3    .2    .0    .1    .0
 120.  *    .4    .5    .0    .0    .0    .0    .5    .3    .4    .0    .0    .4
.2    .0    .1    .4    .2    .1    .2    .0
 125.  *    .5    .5    .0    .0    .0    .0    .6    .3    .3    .0    .0    .4
.2    .1    .1    .5    .2    .4    .3    .0
 130.  *    .7    .2    .0    .0    .0    .0    .4    .3    .4    .0    .0    .3
.2    .1    .1    .4    .1    .4    .3    .0
 135.  *    .6    .2    .0    .0    .0    .0    .4    .4    .4    .0    .0    .3
.2    .2    .2    .4    .0    .5    .4    .0
 140.  *    .6    .4    .0    .0    .0    .0    .5    .4    .5    .1    .1    .2
.1    .2    .3    .5    .0    .5    .5    .1
 145.  *    .7    .3    .0    .0    .0    .0    .4    .3    .5    .2    .1    .1
.0    .3    .3    .8    .2    .7    .6    .2
 150.  *    .5    .0    .0    .0    .0    .0    .3    .3    .4    .4    .3    .1
.0    .3    .4    .8    .3    .7    .9    .3
 155.  *    .4    .0    .0    .0    .0    .0    .1    .1    .3    .4    .4    .1
.0    .3    .5    .9    .3    .9    .7    .5
 160.  *    .2    .0    .0    .0    .0    .0    .0    .0    .1    .4    .4    .2
.0    .3    .5   1.0    .4    .8    .5    .6
 165.  *    .2    .1    .1    .0    .0    .0    .0    .0    .1    .4    .4    .2
.1    .3    .5    .8    .4    .5    .6    .5
 170.  *    .1    .1    .1    .0    .0    .0    .0    .0    .0    .4    .4    .2
.1    .2    .5    .8    .3    .6    .6    .5
 175.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .4    .3    .2
.2    .2    .5    .7    .2    .5    .4    .5
 180.  *    .1    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.2    .2    .3    .7    .3    .5    .4    .4
 185.  *    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .3    .7    .3    .5    .2    .3
 190.  *    .0    .1    .1    .1    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .3    .8    .3    .3    .2    .3
 195.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .3    .7    .3    .2    .3    .3
 200.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .2    .7    .3    .2    .2    .3
 205.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .1    .7    .3    .2    .3    .3
```

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 WIND   * CONCENTRATION
 ANGLE  *      (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20

------*-------------------------------------------------------------------------------------------
-----------------------------------------
 210.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .2    .2    .7    .3    .2    .3    .3
 215.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .3    .2    .2
.1    .2    .2    .7    .3    .1    .5    .3
 220.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .2    .1
.1    .2    .2    .7    .3    .1    .5    .2
 225.  *    .0    .1    .1    .0    .0    .0    .0    .0    .0    .2    .2    .1
.1    .1    .2    .7    .3    .3    .3    .2
 230.  *    .0    .0    .1    .0    .0    .1    .1    .0    .0    .2    .2    .0
.1    .1    .2    .6    .3    .3    .3    .2
 235.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .2    .1
.1    .1    .2    .7    .3    .3    .3    .3
 240.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .2    .1
.1    .1    .2    .7    .3    .3    .3    .3
 245.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .3    .2    .1
.1    .1    .2    .7    .3    .5    .2    .3
 250.  *    .0    .0    .0    .0    .0    .1    .1    .0    .0    .2    .3    .1
.1    .1    .2    .7    .3    .3    .2    .3
 255.  *    .0    .0    .0    .0    .0    .1    .0    .0    .0    .2    .3    .1
.1    .1    .2    .7    .3    .3    .2    .2
 260.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .3    .1
.1    .1    .2    .7    .3    .3    .2    .2
 265.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .2    .2    .1
.1    .1    .2    .7    .3    .3    .2    .3
 270.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.1    .1    .3    .7    .3    .3    .2    .3
 275.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.1    .2    .4    .7    .3    .2    .2    .3
 280.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.1    .2    .4    .7    .3    .4    .3    .3
 285.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .2    .1
.0    .4    .5    .8    .3    .4    .5    .3
 290.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .1
.1    .5    .5    .8    .3    .4    .5    .3
 295.  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .3    .3    .2
.1    .5    .5    .8    .3    .4    .5    .3
 300.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .3    .4    .2
.2    .5    .4    .8    .5    .5    .5    .3
 305.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .3    .4    .3
.4    .5    .4    .8    .5    .5    .6    .4
 310.  *    .1    .0    .0    .0    .0    .0    .0    .0    .0    .4    .4    .4
.4    .3    .5    .9    .5    .6    .6    .7
 315.  *    .1    .0    .0    .0    .0    .0    .1    .0    .1    .5    .4    .6
.5    .2    .4    .9    .5    .6    .6    .7
 320.  *    .2    .0    .0    .0    .0    .0    .2    .2    .1    .4    .5    .5
.4    .1    .1    .9    .5    .5    .6    .6
 325.  *    .4    .1    .0    .0    .0    .0    .3    .3    .4    .3    .3    .4
.4    .1    .1    .9    .5    .4    .5    .5
 330.  *    .5    .1    .0    .0    .0    .0    .6    .4    .5    .3    .2    .4
.4    .0    .0    .7    .5    .3    .3    .5
 335.  *    .6    .2    .0    .0    .0    .0    .7    .5    .5    .2    .2    .4
.4    .0    .0    .5    .3    .1    .2    .2
 340.  *    .6    .3    .0    .0    .0    .0    .7    .4    .4    .2    .1    .4
.4    .0    .0    .4    .3    .1    .1    .1
 345.  *    .4    .4    .0    .0    .0    .0    .7    .4    .4    .1    .1    .4
.4    .0    .0    .4    .2    .1    .1    .0
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 350.  *    .5    .4    .0    .0    .0    .0    .7    .4    .3    .1    .1    .4
.4    .0    .0    .3    .1    .0    .1    .0
 355.  *    .5    .4    .0    .0    .0    .0    .5    .4    .3    .1    .1    .2
.3    .0    .0    .2    .1    .0    .1    .0
 360.  *    .4    .3    .0    .0    .0    .0    .5    .5    .3    .1    .1    .2
.2    .0    .0    .3    .1    .0    .0    .0

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    .7    .6    .1    .1    .1    .1    .7    .6    .5    .5    .5    .6
.5    .5    .5   1.0    .5    .9    .9    .7
 DEGR. *  130   100    35    40    10    10   335     5   140   315   320   315
315   290   155   160   300   155   150   310
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THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC16.

```
                                                Sta_Gre
'CO 2015 PM No-Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1       '       1570    1110    6
'REC    G2       '       1624    966     6
'REC    G3       '       1463    787     6
'REC    G4       '       1175    485     6
'REC    G5       '       1199    437     6
'REC    G6       '       1478    738     6
'REC    G7       '       1665    932     6
'REC    G8       '       1728    842     6
'REC    G9       '       1814    728     6
'REC    G10      '       1946    606     6
'REC    G11      '       1889    716     6
'REC    G12      '       1931    760     6
'REC    G13      '       2036    658     6
'REC    G14      '       2065    687     6
'REC    G15      '       1922    819     6
'REC    G16      '       1744    925     6
'REC    G17      '       1814    841     6
'REC    G18      '       1717    1010    6
'REC    G19      '       1691    1039    6
'REC    G20      '       1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 325. 7.88 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 325. 7.88 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 453. 7.88 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 453 36.74 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 206. 7.88 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 151. 7.88 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 151 36.74 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 167. 7.88 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 240. 7.88 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 240. 7.88 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 706. 6.43 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 618. 9.61 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 618 36.74 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 701. 6.76 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 701 36.74 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 628. 4.39 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 628. 4.11 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 676. 3.37 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 676. 8.47 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 676 36.74 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 560. 7.88 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 560 36.74 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 705. 3.50 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 753. 4.52 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 177. 7.88 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 165. 6.76 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 165 36.74 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 362. 6.76 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/28/ 6
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The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .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.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	538.	3.3	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	538.	3.3	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	653.	3.4	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1079.0	3672.1	*	75.	164.	AG	69.	100.0	.0	20.0	.33	3.8
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	914.	6.9	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	908.	6.9	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	996.3	3974.5	*	104.	193.	AG	69.	100.0	.0	20.0	.46	5.3
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	907.	6.9	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1254.	3.7	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1028.1	4222.3	*	144.	9.	AG	69.	100.0	.0	20.0	.64	7.3
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	995.	3.7	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1197.	3.7	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	962.1	3876.3	*	137.	337.	AG	69.	100.0	.0	20.0	.61	7.0
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	770.	4.0	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	745.	3.4	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	745.	3.4	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	420.	6.9	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1217.0	3824.4	*	194.	70.	AG	64.	100.0	.0	12.0	.83	9.8
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    314.   6.9    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0    703.0    3659.0 *    188.
255. AG    314.   6.9    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0    890.0    3698.0 *    188.
75. AG     78.   6.9    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0   1036.0    3748.0 *    154.
71. AG     78.   6.9    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0   1004.5    3737.2 *     33.
251. AG     64. 100.0    .0 12.0  .15   1.7
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0   1125.0    3779.0 *     94.
71. AG    358.   6.9    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0    860.0    4082.0 *    198.
114. AG    216.   6.9    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0    988.0    4068.0 *    129.
96. AG    216.   6.9    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0    942.2    4073.0 *     46.
276. AG    128. 100.0    .0 20.0  .21   2.3
      28. L18 VICTORY BLVD EB *    988.0    4068.0   1373.0    4104.0 *    387.
85. AG      7.   6.9    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0   1040.0    4091.0 *    337.
262. AG     26.   6.9    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0   1045.5    4091.7 *      6.
82. AG    128. 100.0    .0 20.0  .03    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0    878.0    4101.0 *    162.
274. AG    495.   6.9    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0    677.0    4179.0 *    216.
291. AG    495.   6.9    .0 40.0
```


JOB: CO 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/28/ 6
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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
4. L3Q BAY ST NB UP 3-4*	120	42	2.0	653	1600	36.74	1	3
7. L5Q BAY ST NB UP 5-6*	120	42	2.0	908	1600	36.74	1	3
10. L7Q BAY ST SB UP 1-2*	120	42	2.0	1254	1600	36.74	1	3
13. L9Q BAY ST SB UP 3-4*	120	42	2.0	1197	1600	36.74	1	3
18. L13Q HANNAH ST 1-2 W*	120	78	2.0	420	1600	36.74	1	3
23. L14aQ HANNAH ST 2-3 *	120	78	2.0	78	1600	36.74	1	3
27. L17Q VICTORY BLVD EB*	120	78	2.0	216	1600	36.74	1	3
30. L19Q VICTORY BLVD WB*	120	78	2.0	26	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC H1	1133.0	3803.0	6.0
2. REC H2	1059.0	3786.0	6.0
3. REC H3	1023.0	3868.0	6.0
4. REC H4	926.0	3899.0	6.0
5. REC H5	978.0	3762.0	6.0
6. REC H6	899.0	3738.0	6.0
7. REC H7	857.0	3729.0	6.0
8. REC H8	716.0	3681.0	6.0
9. REC H9	711.0	3624.0	6.0
10. REC H10	788.0	3645.0	6.0
11. REC H11	873.0	3673.0	6.0
12. REC H12	916.0	3685.0	6.0
13. REC H13	1007.0	3720.0	6.0
14. REC H14	1025.0	3634.0	6.0
15. REC H15	955.0	3608.0	6.0
16. REC H16	1135.0	3620.0	6.0
17. REC H17	1099.0	3714.0	6.0
18. REC H18	1085.0	3750.0	6.0
19. REC H19	1148.0	3772.0	6.0

JOB: CO 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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
0.	.0	.1	.5	.0	.7	.0	.0	.0	.0	.1	.1	.1	1.0	.4	.1	.1	.3	.4	.1
5.	.0	.1	.4	.1	.9	.0	.0	.0	.1	.1	.1	.1	1.0	.2	.2	.1	.1	.3	.1
10.	.0	.0	.1	.3	.7	.0	.0	.0	.1	.1	.0	.2	.9	.2	.3	.1	.1	.4	.1
15.	.0	.0	.0	.5	.7	.3	.0	.0	.1	.1	.0	.5	.8	.4	.3	.0	.1	.4	.2
20.	.0	.0	.0	.6	.5	.3	.1	.0	.1	.1	.1	.5	.8	.4	.2	.0	.1	.4	.2
25.	.0	.0	.0	.7	.4	.2	.2	.0	.1	.1	.1	.4	.7	.3	.1	.0	.1	.4	.2
30.	.0	.0	.0	.5	.4	.4	.1	.0	.1	.1	.3	.4	.6	.3	.1	.0	.1	.4	.2
35.	.0	.0	.0	.5	.4	.3	.1	.0	.1	.1	.4	.4	.5	.3	.1	.0	.1	.4	.2
40.	.0	.0	.0	.5	.4	.3	.1	.0	.1	.1	.4	.4							

```
.6    .3    .1    .0    .1    .4    .2
  45.  *    .0    .0    .0    .5    .4    .3    .2    .0    .1    .1    .3    .4
.7    .2    .2    .0    .1    .4    .2
  50.  *    .0    .0    .0    .3    .4    .3    .3    .0    .1    .1    .3    .3
.7    .2    .1    .0    .0    .4    .1
  55.  *    .0    .0    .0    .2    .4    .3    .3    .0    .1    .1    .2    .3
.7    .2    .1    .0    .0    .3    .1
  60.  *    .1    .0    .0    .2    .4    .3    .3    .0    .1    .0    .3    .2
.6    .1    .0    .0    .0    .2    .1
  65.  *    .1    .1    .0    .2    .5    .3    .3    .0    .1    .0    .2    .1
.6    .1    .0    .0    .0    .2    .0
  70.  *    .2    .2    .0    .2    .5    .4    .3    .1    .0    .0    .1    .1
.4    .1    .0    .0    .0    .2    .0
  75.  *    .3    .3    .0    .3    .7    .4    .3    .1    .0    .0    .0    .1
.2    .1    .0    .0    .0    .1    .0
  80.  *    .4    .3    .0    .3    .7    .4    .2    .1    .0    .0    .0    .1
.2    .1    .0    .0    .0    .0    .0
  85.  *    .4    .4    .0    .3    .8    .2    .2    .1    .0    .0    .0    .1
.2    .1    .0    .0    .0    .0    .0
  90.  *    .4    .4    .0    .3    .8    .1    .1    .1    .0    .0    .0    .0
.2    .1    .0    .0    .0    .0    .0
  95.  *    .4    .4    .0    .2    .7    .1    .1    .1    .0    .0    .0    .0
.2    .1    .0    .0    .0    .0    .0
 100.  *    .3    .4    .0    .2    .6    .2    .1    .1    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 105.  *    .3    .4    .1    .2    .6    .1    .1    .1    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 110.  *    .3    .4    .1    .2    .6    .1    .1    .1    .0    .0    .0    .0
.3    .1    .1    .0    .0    .0    .0
 115.  *    .3    .4    .1    .5    .6    .1    .1    .1    .0    .0    .0    .0
.3    .1    .1    .0    .0    .0    .0
 120.  *    .3    .4    .1    .6    .5    .2    .0    .1    .0    .0    .0    .0
.3    .2    .1    .0    .0    .0    .0
 125.  *    .3    .4    .1    .6    .4    .2    .0    .1    .0    .0    .0    .1
.3    .2    .0    .0    .0    .0    .0
 130.  *    .2    .4    .1    .6    .5    .2    .0    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 135.  *    .2    .4    .1    .5    .5    .1    .0    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 140.  *    .2    .5    .2    .5    .3    .1    .1    .1    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 145.  *    .2    .5    .2    .5    .3    .1    .1    .1    .0    .0    .0    .0
.3    .2    .0    .0    .0    .0    .0
 150.  *    .2    .5    .3    .5    .2    .1    .1    .1    .0    .0    .0    .0
.3    .1    .0    .0    .0    .0    .0
 155.  *    .2    .7    .3    .3    .2    .1    .1    .1    .0    .0    .0    .0
.2    .1    .0    .0    .0    .0    .0
 160.  *    .2    .8    .6    .3    .2    .1    .1    .1    .0    .0    .0    .0
.2    .1    .0    .0    .0    .0    .0
 165.  *    .2    .8    .7    .0    .2    .1    .1    .1    .0    .0    .0    .0
.2    .1    .0    .0    .1    .1    .0
 170.  *    .2   1.0    .6    .0    .1    .1    .1    .1    .0    .0    .0    .0
.1    .0    .0    .0    .1    .1    .0
 175.  *    .2   1.0    .5    .0    .1    .1    .1    .1    .0    .0    .0    .0
.1    .0    .0    .0    .1    .3    .0
 180.  *    .2   1.0    .6    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .1    .2    .3    .0
 185.  *    .2    .9    .5    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .1    .2    .3    .0
 190.  *    .2    .8    .5    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .1    .2    .4    .0
 195.  *    .3    .8    .5    .0    .1    .1    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .2    .4    .0
```

```
 200.  *    .3    .7    .5    .0    .1    .0    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .3    .4    .0
 205.  *    .5    .7    .4    .0    .1    .0    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .3    .4    .0
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JOB: CO 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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 WIND  * CONCENTRATION
 ANGLE *       (PPM)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19

------*-------------------------------------------------------------------------------
-------------------------------------
 210.  *    .6    .8    .4    .0    .1    .0    .1    .1    .0    .0    .0    .0
.0    .0    .0    .2    .3    .4    .0
 215.  *    .6    .6    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .3    .4    .1
 220.  *    .6    .6    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 225.  *    .7    .6    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 230.  *    .7    .7    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 235.  *    .7    .7    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 240.  *    .7    .6    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .1
 245.  *    .6    .5    .4    .0    .1    .1    .1    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .2
 250.  *    .6    .5    .4    .0    .0    .1    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .4    .2
 255.  *    .5    .4    .4    .0    .0    .0    .0    .0    .0    .0    .0    .0
.0    .0    .0    .2    .4    .6    .4
 260.  *    .5    .4    .4    .0    .0    .0    .0    .0    .0    .0    .0    .1
.0    .0    .0    .2    .4    .5    .4
 265.  *    .4    .4    .4    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .4    .5    .4
 270.  *    .3    .4    .4    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .4    .7    .6
 275.  *    .3    .4    .4    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .4    .9    .7
 280.  *    .3    .4    .4    .0    .0    .0    .0    .0    .0    .0    .1    .1
.1    .0    .0    .2    .4    .7    .7
 285.  *    .3    .4    .3    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .4    .7    .7
 290.  *    .3    .5    .3    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .5    .7    .7
 295.  *    .1    .5    .4    .0    .0    .0    .0    .0    .0    .1    .1    .1
.1    .0    .0    .2    .7    .8    .6
 300.  *    .1    .5    .3    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .2    .5    .8    .4
 305.  *    .1    .5    .4    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .2    .5    .8    .3
 310.  *    .0    .5    .4    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .3    .6    .8    .2
 315.  *    .1    .6    .4    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .3    .7    .8    .1
 320.  *    .1    .5    .4    .0    .0    .0    .0    .0    .0    .1    .1    .0
.1    .0    .0    .5    .7    .8    .2
 325.  *    .1    .4    .4    .0    .0    .0    .0    .0    .0    .1    .1    .1
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```
.1    .0    .0    .5    .7    .6    .2
 330.  *    .1    .4    .4    .0    .0    .0    .0    .0    .0    .1    .1    .1
.3    .0    .0    .3    .5    .6    .2
 335.  *    .1    .4    .4    .0    .0    .0    .0    .0    .0    .1    .1    .1
.3    .0    .0    .2    .6    .5    .1
 340.  *    .1    .3    .4    .0    .1    .0    .0    .0    .0    .1    .1    .1
.6    .2    .0    .2    .5    .5    .1
 345.  *    .1    .3    .6    .0    .2    .0    .0    .0    .0    .1    .1    .1
.8    .4    .0    .1    .5    .4    .2
 350.  *    .1    .3    .5    .0    .2    .0    .0    .0    .0    .1    .1    .1
1.0    .4    .0    .1    .4    .4    .2
 355.  *    .1    .4    .7    .0    .7    .0    .0    .0    .0    .1    .1    .1
1.0    .5    .0    .1    .4    .4    .1
 360.  *    .0    .1    .5    .0    .7    .0    .0    .0    .0    .1    .1    .1
1.0    .4    .1    .1    .3    .4    .1

------*-------------------------------------------------------------------------------
-------------------------------------
 MAX   *    .7   1.0    .7    .7    .9    .4    .3    .1    .1    .1    .4    .5
1.0    .5    .3    .5    .7    .9    .7
 DEGR. *  225   170   165    25     5    30    50    70     5     0    35    15
350   355    10   320   295   275   275
```

THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC13.

```
                                                Sta_Han
'CO 2015 PM Build Alt-A Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1       '       1133    3803    6
'REC    H2       '       1059    3786    6
'REC    H3       '       1023    3868    6
'REC    H4       '       926     3899    6
'REC    H5       '       978     3762    6
'REC    H6       '       899     3738    6
'REC    H7       '       857     3729    6
'REC    H8       '       716     3681    6
'REC    H9       '       711     3624    6
'REC    H10      '       788     3645    6
'REC    H11      '       873     3673    6
'REC    H12      '       916     3685    6
'REC    H13      '       1007    3720    6
'REC    H14      '       1025    3634    6
'REC    H15      '       955     3608    6
'REC    H16      '       1135    3620    6
'REC    H17      '       1099    3714    6
'REC    H18      '       1085    3750    6
'REC    H19      '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 538. 3.32 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 538. 3.32 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 653. 3.37 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 653 36.74 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 914. 6.88 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 908. 6.88 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 908 36.74 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 907. 6.88 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1254. 3.67 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1254 36.74 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 995. 3.67 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1197. 3.67 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1197 36.74 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 770. 3.99 0. 40.
```

```
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 745. 3.44 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 745. 3.44 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 420. 6.88 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 420 36.74 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 314. 6.88 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 314. 6.88 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 78. 6.88 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 78. 6.88 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 78 36.74 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 358. 6.88 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 216. 6.88 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 216. 6.88 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 216 36.74 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 6.88 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 26. 6.88 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 26 36.74 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 495. 6.88 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 495. 6.88 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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                                        Sta_Van
'CO 2015 PM No-Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1      '       1235    1630    6
'REC    Va2      '       1330    1496    6
'REC    Va3      '       1429    1355    6
'REC    Va4      '       1259    1234    6
'REC    Va5      '       1057    1096    6
'REC    Va6      '       867     977     6
'REC    Va7      '       904     917     6
'REC    Va8      '       1093    1047    6
'REC    Va9      '       1292    1184    6
'REC    Va10     '       1395    1252    6
'REC    Va11     '       1463    1303    6
'REC    Va12     '       1510    1239    6
'REC    Va13     '       1534    1171    6
'REC    Va14     '       1579    1205    6
'REC    Va15     '       1493    1344    6
'REC    Va16     '       1542    1372    6
'REC    Va17     '       1571    1396    6
'REC    Va18     '       1546    1460    6
'REC    Va19     '       1450    1416    6
'REC    Va20     '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'C'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 325. 7.88 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 325. 7.88 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 453. 7.88 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 453 36.74 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 206. 7.88 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 151. 7.88 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 151 36.74 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 167. 7.88 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 240. 7.88 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 240. 7.88 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 706. 6.43 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 618. 9.61 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 618 36.74 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 701. 6.76 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 701 36.74 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 628. 4.39 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 628. 4.11 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 676. 3.37 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 676. 8.47 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 676 36.74 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 560. 7.88 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 560 36.74 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 705. 3.50 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 753. 4.52 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 177. 7.88 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 165. 6.76 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 165 36.74 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 362. 6.76 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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▯                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                        PAGE  1

      JOB: CO 2015 PM No-Build Alt-A Stapleton                    RUN: Victory BLvd &
Bay ST Intersection

      DATE :  2/27/ 6
      TIME : 16:52:47

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =     .0 CM/S        VD =     .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)      ATIM =  60. MINUTES      MIXH =
1000. M   AMB =    .0 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *          LINK COORDINATES (FT)           *    LENGTH
BRG TYPE   VPH     EF       H   W    V/C QUEUE
                                *   X1         Y1         X2         Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

-------------------------*----------------------------------------------*-----------------
----------------------------------------
       1. L1 BAY ST NB UP 1-2 *    950.0    2917.0    1082.0    3250.0 *     358.
22. AG    538.   3.3    .0 40.0
       2. L2 BAY ST NB UP 2-3 *   1082.0    3250.0    1146.0    3443.0 *     203.
18. AG    538.   3.3    .0 40.0
       3. L3 BAY ST NB UP 3-4 *   1146.0    3443.0    1058.0    3744.0 *     314.
344. AG    653.   3.4    .0 40.0
       4. L3Q BAY ST NB UP 3-4*   1058.0    3744.0    1079.0    3672.1 *      75.
164. AG     69. 100.0    .0 20.0  .33   3.8
       5. L4 BAY ST NB UP 4-5 *   1058.0    3744.0     982.0    3913.0 *     185.
336. AG    914.   6.9    .0 40.0
       6. L5 BAY ST NB UP 5-6 *    982.0    3913.0    1020.0    4076.0 *     167.
13. AG    908.   6.9    .0 40.0
       7. L5Q BAY ST NB UP 5-6*   1020.0    4076.0     996.3    3974.5 *     104.
193. AG     69. 100.0    .0 20.0  .46   5.3
       8. L6 BAY ST NB UP 6-7 *   1020.0    4076.0    1076.0    4394.0 *     323.
10. AG    907.   6.9    .0 40.0
       9. L7 BAY ST SB UP 1-2 *   1055.0    4396.0    1006.0    4080.0 *     320.
189. AG   1254.   3.7    .0 40.0
      10. L7Q BAY ST SB UP 1-2*   1006.0    4080.0    1028.1    4222.3 *     144.
 9. AG     69. 100.0    .0 20.0  .64   7.3
      11. L8 BAY ST SB UP 2-3 *   1006.0    4080.0     952.0    3900.0 *     188.
197. AG    995.   3.7    .0 40.0
      12. L9 BAY ST SB UP 3-4 *    952.0    3900.0    1016.0    3750.0 *     163.
157. AG   1197.   3.7    .0 40.0
      13. L9Q BAY ST SB UP 3-4*   1016.0    3750.0     962.1    3876.3 *     137.
337. AG     69. 100.0    .0 20.0  .61   7.0
      14. L10 BAY ST SB UP 4-5*   1016.0    3750.0    1113.0    3446.0 *     319.
162. AG    770.   4.0    .0 40.0
      15. L11 BAY ST SB UP 5-6*   1113.0    3446.0    1075.0    3258.0 *     192.
191. AG    745.   3.4    .0 40.0
      16. L12 BAY ST SB UP 6-7*   1075.0    3258.0     943.0    2916.0 *     367.
201. AG    745.   3.4    .0 40.0
      17. L13 HANNAH ST 1-2 WB*   1120.0    3789.0    1035.0    3758.0 *      90.
250. AG    420.   6.9    .0 32.0
      18. L13Q HANNAH ST 1-2 W*   1035.0    3758.0    1217.0    3824.4 *     194.
70. AG     64. 100.0    .0 12.0  .83   9.8
      19. L14 HANNAH ST 2-3 WB*   1035.0    3758.0     885.0    3708.0 *     158.
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252. AG    314.   6.9    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    314.   6.9    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     78.   6.9    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     78.   6.9    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1004.5    3737.2 *      33.
251. AG     64. 100.0    .0 12.0  .15   1.7
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    358.   6.9    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    216.   6.9    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    216.   6.9    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     942.2    4073.0 *      46.
276. AG    128. 100.0    .0 20.0  .21   2.3
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.   6.9    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     26.   6.9    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.5    4091.7 *       6.
82. AG    128. 100.0    .0 20.0  .03    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    495.   6.9    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    495.   6.9    .0 40.0
```


JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/27/ 6
TIME : 16:52:47

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
4. L3Q BAY ST NB UP 3-4*	120	42	2.0	653	1600	36.74	1	3
7. L5Q BAY ST NB UP 5-6*	120	42	2.0	908	1600	36.74	1	3
10. L7Q BAY ST SB UP 1-2*	120	42	2.0	1254	1600	36.74	1	3
13. L9Q BAY ST SB UP 3-4*	120	42	2.0	1197	1600	36.74	1	3
18. L13Q HANNAH ST 1-2 W*	120	78	2.0	420	1600	36.74	1	3
23. L14aQ HANNAH ST 2-3 *	120	78	2.0	78	1600	36.74	1	3
27. L17Q VICTORY BLVD EB*	120	78	2.0	216	1600	36.74	1	3
30. L19Q VICTORY BLVD WB*	120	78	2.0	26	1600	36.74	1	3

RECEPTOR LOCATIONS

RECEPTOR		COORDINATES (FT) X	Y	Z
1. REC	V1	1328.0	4151.0	6.0
2. REC	V2	1235.0	4141.0	6.0
3. REC	V3	1041.0	4131.0	6.0
4. REC	V4	1069.0	4277.0	6.0
5. REC	V5	1094.0	4402.0	6.0
6. REC	V6	1008.0	4231.0	6.0
7. REC	V7	1040.0	4396.0	6.0
8. REC	V8	966.0	4116.0	6.0
9. REC	V9	888.0	4115.0	6.0
10. REC	V10	839.0	4137.0	6.0
11. REC	V11	1025.0	4034.0	6.0
12. REC	V12	891.0	3999.0	6.0
13. REC	V13	956.0	4055.0	6.0
14. REC	V14	1133.0	4039.0	6.0
15. REC	V15	1217.0	4050.0	6.0
16. REC	V16	1337.0	4064.0	6.0

JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	.0	.0	.8	.5	.0	.1	.0	.0	.0	.0	1.2	.0	.5	.0	.0	.0
5.	.0	.0	.7	.5	.0	.1	.0	.0	.0	.0	1.0	.0	.5	.0	.0	.0
10.	.0	.0	.6	.3	.0	.2	.0	.1	.0	.0	.8	.0	.6	.0	.0	.0
15.	.0	.0	.5	.3	.0	.3	.0	.2	.0	.0	.5	.1	.8	.0	.0	.0
20.	.0	.0	.3	.2	.0	.4	.0	.2	.0	.0	.3	.1	.8	.0	.0	.0
25.	.0	.0	.2	.2	.0	.5	.0	.3	.0	.0	.2	.3	1.0	.0	.0	.0
30.	.0	.0	.2	.1	.0	.5	.0	.5	.0	.0	.1	.5	1.1	.0	.0	.0
35.	.0	.0	.1	.1	.0	.4	.0	.5	.2	.0	.1	.5	1.1	.0	.0	.0
40.	.0	.0	.1	.1	.0	.4	.0	.4	.2	.0	.1	.5	1.0	.0	.0	.0
45.	.0	.0	.1	.1	.0	.4	.0	.5	.2	.0	.0	.5	1.0	.0	.0	.0

```
  50.  *    .0    .0    .1    .0    .0    .4    .0    .5    .2    .2    .0    .4
.9    .0    .0    .0
  55.  *    .0    .0    .1    .0    .0    .4    .0    .4    .3    .2    .0    .2
.9    .0    .0    .0
  60.  *    .0    .0    .0    .0    .0    .4    .0    .3    .3    .2    .0    .3
.9    .0    .0    .0
  65.  *    .0    .0    .0    .0    .0    .4    .0    .3    .3    .2    .0    .3
.9    .0    .0    .0
  70.  *    .0    .0    .0    .0    .0    .4    .0    .3    .3    .2    .0    .3
.8    .0    .0    .0
  75.  *    .0    .0    .0    .0    .0    .3    .0    .3    .4    .3    .0    .3
.7    .0    .0    .0
  80.  *    .0    .0    .0    .0    .0    .3    .1    .3    .4    .2    .0    .3
.5    .0    .0    .0
  85.  *    .0    .0    .0    .0    .0    .3    .1    .3    .4    .2    .0    .3
.4    .0    .0    .0
  90.  *    .0    .0    .0    .0    .0    .3    .2    .4    .5    .2    .0    .3
.4    .0    .0    .0
  95.  *    .0    .0    .0    .0    .0    .4    .2    .4    .5    .3    .0    .3
.3    .0    .0    .0
 100.  *    .0    .0    .0    .0    .0    .4    .2    .4    .4    .3    .0    .3
.3    .0    .0    .0
 105.  *    .0    .0    .0    .0    .0    .4    .2    .4    .3    .1    .0    .2
.3    .0    .0    .0
 110.  *    .0    .0    .0    .0    .0    .4    .2    .4    .4    .3    .0    .2
.3    .0    .0    .0
 115.  *    .0    .0    .0    .0    .0    .4    .3    .4    .6    .3    .0    .2
.3    .0    .0    .0
 120.  *    .0    .0    .0    .0    .0    .4    .3    .5    .6    .5    .0    .2
.3    .0    .0    .0
 125.  *    .0    .0    .0    .0    .0    .5    .3    .7    .6    .5    .0    .2
.3    .0    .0    .0
 130.  *    .0    .0    .0    .0    .0    .6    .4    .6    .5    .3    .0    .3
.3    .0    .0    .0
 135.  *    .0    .0    .0    .0    .0    .6    .4    .6    .6    .2    .0    .2
.3    .0    .0    .0
 140.  *    .0    .0    .0    .0    .0    .6    .4    .4    .4    .2    .0    .3
.3    .0    .0    .0
 145.  *    .0    .0    .1    .0    .0    .6    .4    .5    .3    .2    .0    .3
.3    .0    .0    .0
 150.  *    .0    .0    .1    .0    .0    .6    .4    .5    .4    .2    .0    .3
.3    .0    .0    .0
 155.  *    .0    .0    .1    .1    .0    .7    .4    .5    .2    .1    .0    .3
.4    .0    .0    .0
 160.  *    .0    .0    .1    .1    .0    .7    .4    .6    .2    .1    .1    .2
.3    .0    .0    .0
 165.  *    .0    .0    .1    .1    .0    .7    .5    .7    .1    .1    .1    .0
.4    .0    .0    .0
 170.  *    .0    .0    .2    .1    .1    .9    .6    .7    .1    .1    .2    .0
.5    .0    .0    .0
 175.  *    .0    .0    .3    .2    .1   1.0    .6    .7    .1    .1    .2    .0
.5    .0    .0    .0
 180.  *    .0    .0    .6    .3    .2    .8    .7    .5    .1    .1    .3    .0
.3    .0    .0    .0
 185.  *    .0    .0    .7    .3    .3    .8    .7    .4    .1    .1    .5    .0
.1    .0    .0    .0
 190.  *    .0    .0    .9    .7    .6    .5    .5    .3    .1    .1    .7    .0
.0    .0    .0    .0
 195.  *    .0    .0   1.0    .7    .6    .3    .3    .3    .1    .1    .8    .0
.0    .0    .0    .0
 200.  *    .0    .0   1.0    .9    .7    .2    .2    .3    .1    .1   1.0    .0
.0    .1    .0    .0
 205.  *    .0    .0   1.0    .8    .7    .0    .1    .3    .1    .1    .8    .0
```

.0 .1 .0 .0

JOB: CO 2015 PM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16
210.	*	.0	.0	.9	.8	.5	.0	.1	.2	.1	.1	.8	.0	.0	.1	.0	.0
215.	*	.0	.0	1.0	.7	.5	.0	.1	.2	.2	.1	.8	.0	.0	.1	.0	.0
220.	*	.0	.0	.9	.6	.4	.0	.0	.2	.2	.1	.7	.0	.0	.1	.0	.0
225.	*	.0	.0	.9	.6	.3	.0	.0	.1	.2	.1	.7	.0	.0	.0	.1	.0
230.	*	.0	.0	.8	.5	.3	.0	.0	.1	.2	.1	.7	.0	.0	.1	.0	.0
235.	*	.0	.1	.8	.4	.3	.0	.0	.1	.2	.1	.7	.0	.0	.1	.0	.0
240.	*	.0	.1	.8	.3	.2	.0	.0	.2	.1	.1	.6	.0	.0	.1	.0	.0
245.	*	.0	.0	.7	.3	.2	.0	.0	.2	.1	.1	.6	.0	.0	.1	.1	.0
250.	*	.0	.0	.6	.3	.2	.0	.0	.2	.1	.1	.6	.0	.0	.3	.1	.0
255.	*	.0	.0	.6	.3	.2	.0	.0	.2	.1	.2	.5	.0	.0	.3	.1	.0
260.	*	.0	.0	.6	.3	.2	.0	.0	.2	.2	.2	.5	.0	.0	.2	.1	.0
265.	*	.0	.1	.6	.3	.0	.0	.0	.2	.2	.2	.5	.0	.0	.2	.2	.0
270.	*	.0	.2	.6	.3	.0	.0	.0	.2	.2	.2	.5	.0	.0	.2	.0	.0
275.	*	.0	.2	.5	.3	.0	.0	.0	.2	.2	.2	.5	.0	.1	.3	.0	.0
280.	*	.1	.1	.5	.3	.0	.0	.0	.2	.2	.2	.6	.0	.1	.3	.0	.0
285.	*	.1	.1	.5	.3	.0	.0	.0	.1	.2	.2	.6	.0	.2	.3	.0	.0
290.	*	.1	.1	.5	.3	.0	.0	.0	.0	.2	.2	.8	.0	.2	.2	.2	.0
295.	*	.0	.1	.5	.3	.0	.0	.0	.0	.2	.1	.9	.0	.3	.3	.2	.0
300.	*	.0	.1	.5	.3	.0	.0	.0	.0	.1	.1	.8	.0	.4	.3	.2	.0
305.	*	.0	.1	.5	.3	.0	.0	.0	.0	.1	.0	.8	.0	.4	.3	.1	.0
310.	*	.0	.1	.5	.3	.0	.0	.0	.0	.0	.0	.8	.0	.4	.3	.1	.0
315.	*	.0	.1	.6	.3	.0	.0	.0	.0	.0	.0	.8	.1	.4	.3	.1	.0
320.	*	.0	.1	.6	.4	.0	.0	.0	.0	.0	.0	.8	.1	.4	.3	.1	.0
325.	*	.0	.0	.6	.4	.0	.0	.0	.0	.0	.0	.8	.1	.5	.3	.1	.0
330.	*	.0	.0	.7	.5	.0	.0	.0	.0	.0	.0	.9	.1	.5	.2	.1	.0

```
 335.  *    .0    .0    .7    .5    .0    .0    .0    .0    .0    .0   1.0    .1
.5    .2    .0    .0
 340.  *    .0    .0    .7    .5    .0    .0    .0    .0    .0    .0   1.0    .1
.6    .2    .0    .0
 345.  *    .0    .0    .8    .5    .0    .0    .0    .0    .0    .0   1.1    .0
.5    .2    .0    .0
 350.  *    .0    .0    .8    .5    .0    .0    .0    .0    .0    .0   1.1    .0
.5    .1    .0    .0
 355.  *    .0    .0    .7    .5    .0    .0    .0    .0    .0    .0   1.1    .0
.5    .0    .0    .0
 360.  *    .0    .0    .8    .5    .0    .1    .0    .0    .0    .0   1.2    .0
.5    .0    .0    .0

------*-------------------------------------------------------------------------------
-------------------
 MAX   *    .1    .2   1.0    .9    .7   1.0    .7    .7    .6    .5   1.2    .5
1.1    .3    .2    .0
 DEGR. *   280   270   195   200   200   175   180   165   115   120     0    30
30   250   265     0
```

THE HIGHEST CONCENTRATION OF 1.20 PPM OCCURRED AT RECEPTOR REC11.

```
                                        Sta_Vic
'CO 2015 PM No-Build Alt-A Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1      '       1328    4151    6
'REC    V2      '       1235    4141    6
'REC    V3      '       1041    4131    6
'REC    V4      '       1069    4277    6
'REC    V5      '       1094    4402    6
'REC    V6      '       1008    4231    6
'REC    V7      '       1040    4396    6
'REC    V8      '       966     4116    6
'REC    V9      '       888     4115    6
'REC    V10     '       839     4137    6
'REC    V11     '       1025    4034    6
'REC    V12     '       891     3999    6
'REC    V13     '       956     4055    6
'REC    V14     '       1133    4039    6
'REC    V15     '       1217    4050    6
'REC    V16     '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'C'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 538. 3.32 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 538. 3.32 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 653. 3.37 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 653 36.74 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 914. 6.88 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 908. 6.88 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 908 36.74 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 907. 6.88 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1254. 3.67 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1254 36.74 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 995. 3.67 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1197. 3.67 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1197 36.74 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 770. 3.99 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 745. 3.44 0. 40.
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```
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 745. 3.44 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 420. 6.88 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 420 36.74 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 314. 6.88 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 314. 6.88 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 78. 6.88 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 78. 6.88 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 78 36.74 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 358. 6.88 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 216. 6.88 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 216. 6.88 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 216 36.74 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 6.88 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 26. 6.88 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 26 36.74 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 495. 6.88 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 495. 6.88 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

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0                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                          PAGE  1

      JOB: PM25 2015 PM No-Build Alt-A Stapleton                RUN: Greenfield Ave
& Bay ST Intersection

      DATE :  2/28/ 6
      TIME : 18:21:54

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
      1. L1 EDGEWATER ST NB 1*   2485.0     342.0    2312.0     439.0 *     198.
299. AG    325.    .0    .0 32.0
      2. L2 EDGEWATER ST NB 2*   2312.0     439.0    2073.0     653.0 *     321.
312. AG    325.    .0    .0 32.0
      3. L3 EDGEWATER ST NB 3*   2073.0     653.0    1747.0     962.0 *     449.
313. AG    286.    .0    .0 32.0
      4. L3Q EDGEWATER ST NB *   1747.0     962.0    1762.8     947.0 *      22.
133. AG      0. 100.0    .0 30.0  .10   1.1
      5. L3a EDGEWATER ST NB *   1747.0     962.0    1613.0    1141.0 *     224.
323. AG      1.    .0    .0 32.0
      6. L4a EDGEWATER ST SB *   2064.0     647.0    1592.0    1130.0 *     675.
316. AG    196.    .0    .0 32.0
      7. L4Q EDGEWATER ST SB *   1592.0    1130.0    1611.4    1110.2 *      28.
136. AG      0. 100.0    .0 30.0  .13   1.4
      8. L4 EDGEWATER ST SB 4*   1735.0     949.0    2064.0     647.0 *     447.
133. AG    167.    .0    .0 32.0
      9. L5 EDGEWATER ST SB 5*   2064.0     647.0    2306.0     432.0 *     324.
132. AG    240.    .0    .0 32.0
     10. L6 EDGEWATER ST SB 6*   2306.0     432.0    2503.0     310.0 *     232.
122. AG    240.    .0    .0 32.0
     11. L7 BAY ST NB 1-2    *   2252.0      18.0    1867.0     710.0 *     792.
331. AG    706.    .0    .0 32.0
     12. L8 BAY ST NB 2-4T   *   1867.0     710.0    1682.0     992.0 *     337.
327. AG    910.    .0    .0 32.0
     13. L8Q BAY ST NB 3-2   *   1720.0     939.0    1757.6     880.4 *      70.
147. AG      0. 100.0    .0 30.0  .31   3.5
     14. L9 BAY ST NB 4T-5   *   1682.0     992.0    1484.0    1339.0 *     400.
330. AG    900.    .0    .0 32.0
     15. L9Q BAY ST NB 5-4T  *   1484.0    1339.0    1518.1    1279.2 *      69.
150. AG      0. 100.0    .0 30.0  .30   3.5
     16. L10 BAY ST NB 5-6   *   1484.0    1339.0    1264.0    1654.0 *     384.
325. AG    863.    .0    .0 32.0
     17. L11 BAY ST NB 6-7   *   1264.0    1654.0    1049.0    2127.0 *     520.
336. AG    863.    .0    .0 32.0
     18. L12 BAY ST SB 1-2   *   1030.0    2123.0    1244.0    1644.0 *     525.
156. AG    711.    .0    .0 32.0
     19. L13 BAY ST SB 2-3   *   1244.0    1644.0    1445.0    1358.0 *     350.
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145. AG    711.     .0     .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1413.7    1402.5 *      54.
325. AG      0. 100.0     .0 30.0  .24   2.8
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    572.     .0     .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.0    1002.3 *      44.
331. AG      0. 100.0     .0 30.0  .19   2.2
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    705.     .0     .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    753.     .0     .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    221.     .0     .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    201.     .0     .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1435.4    1305.9 *      29.
236. AG      0. 100.0     .0 30.0  .13   1.5
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    389.     .0     .0 32.0
```


JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 2/28/ 6
TIME : 18:21:54

```
      4. L3Q EDGEWATER ST NB *     120       42       2.0       286       1600
 .04      1        3
      7. L4Q EDGEWATER ST SB *     120       78       2.0       196       1600
 .04      1        3
     13. L8Q BAY ST NB 3-2   *     120       42       2.0       910       1600
 .04      1        3
     15. L9Q BAY ST NB 5-4T  *     120       42       2.0       900       1600
 .04      1        3
     20. L13Q BAY ST SB 3-2  *     120       42       2.0       711       1600
 .04      1        3
     22. L14Q BAY ST SB 1T-3 *     120       42       2.0       572       1600
 .04      1        3
     27. L19Q VANDERBILT AVE *     120       78       2.0       201       1600
 .04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC G1	1570.0	1110.0	6.0
2. REC G2	1624.0	966.0	6.0
3. REC G3	1463.0	787.0	6.0
4. REC G4	1175.0	485.0	6.0
5. REC G5	1199.0	437.0	6.0
6. REC G6	1478.0	738.0	6.0
7. REC G7	1665.0	932.0	6.0
8. REC G8	1728.0	842.0	6.0
9. REC G9	1814.0	728.0	6.0
10. REC G10	1946.0	606.0	6.0
11. REC G11	1889.0	716.0	6.0
12. REC G12	1931.0	760.0	6.0
13. REC G13	2036.0	658.0	6.0
14. REC G14	2065.0	687.0	6.0
15. REC G15	1922.0	819.0	6.0
16. REC G16	1744.0	925.0	6.0

17.	REC	G17	*	1814.0	841.0	6.0	*
18.	REC	G18	*	1717.0	1010.0	6.0	*
19.	REC	G19	*	1691.0	1039.0	6.0	*
20.	REC	G20	*	1577.0	1215.0	6.0	*

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	2.	1.	0.	0.	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
5.	*	1.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
10.	*	1.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
15.	*	1.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
20.	*	1.	1.	0.	0.	0.	1.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
25.	*	1.	1.	0.	0.	1.	1.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
30.	*	1.	1.	0.	0.	1.	0.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
35.	*	1.	1.	1.	0.	1.	1.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
40.	*	1.	1.	1.	0.	0.	1.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
45.	*	1.	1.	1.	1.	0.	0.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
50.	*	1.	1.	1.	1.	0.	0.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
55.	*	2.	1.	1.	1.	0.	0.	1.	1.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
60.	*	2.	1.	1.	1.	0.	0.	1.	1.	2.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.
65.	*	2.	1.	1.	1.	0.	0.	1.	1.	2.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.
70.	*	2.	2.	1.	0.	0.	0.	1.	1.	2.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.
75.	*	2.	1.	1.	0.	0.	0.	2.	1.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
80.	*	2.	1.	1.	0.	0.	0.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
85.	*	2.	1.	1.	0.	0.	0.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	0.	0.	0.	0.
90.	*	2.	1.	1.	0.	0.	0.	2.	2.	2.	0.	0.	1.								

```
1.    0.    0.    1.    1.    0.    0.    0.
  95.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 100.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 105.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 110.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 115.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 120.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 125.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    1.    0.    0.
 130.  *    2.    2.    1.    0.    0.    0.    3.    2.    2.    0.    0.    1.
1.    1.    1.    2.    1.    1.    1.    0.
 135.  *    3.    2.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    1.    1.    2.    1.    1.    1.    0.
 140.  *    3.    2.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    1.    1.    2.    0.    1.    1.    1.
 145.  *    3.    1.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.
0.    1.    1.    3.    1.    2.    2.    2.
 150.  *    2.    1.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.
0.    1.    1.    3.    1.    2.    2.    2.
 155.  *    2.    1.    0.    0.    0.    0.    1.    1.    1.    2.    2.    1.
0.    1.    1.    3.    2.    2.    2.    3.
 160.  *    1.    0.    0.    0.    0.    0.    0.    0.    1.    2.    2.    1.
0.    1.    1.    3.    2.    2.    2.    3.
 165.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    2.    3.    2.    2.    2.    2.
 170.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    1.    3.    2.    2.    2.    2.
 175.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    1.    3.    2.    2.    2.    2.
 180.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    1.    1.
1.    1.    1.    2.    2.    2.    2.    2.
 185.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    2.
 190.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    2.
 195.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 200.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 205.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
```

PAGE 4

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    2.    1.
 215.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
```

```
 220.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 225.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 230.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 235.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 240.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 245.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 250.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 255.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 260.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 265.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 270.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 275.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 280.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    2.    2.    1.    1.    1.    1.
 285.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    2.    1.
1.    1.    2.    2.    1.    1.    1.    2.
 290.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    2.    1.
1.    1.    2.    2.    2.    1.    2.    2.
 295.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    2.    1.
1.    1.    2.    2.    2.    1.    2.    2.
 300.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    2.    2.    1.    2.    2.
 305.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    2.    2.    2.    2.    2.
 310.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    2.
2.    1.    1.    3.    2.    2.    2.    2.
 315.  *    1.    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.
2.    1.    1.    3.    2.    2.    2.    3.
 320.  *    1.    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.
2.    1.    1.    3.    2.    2.    2.    3.
 325.  *    2.    1.    0.    0.    0.    0.    2.    2.    2.    3.    3.    2.
2.    1.    1.    3.    2.    2.    2.    2.
 330.  *    2.    1.    0.    0.    0.    0.    2.    2.    3.    2.    2.    1.
1.    0.    1.    3.    2.    1.    1.    2.
 335.  *    3.    1.    0.    0.    0.    0.    3.    3.    3.    1.    1.    1.
1.    0.    0.    2.    1.    1.    1.    1.
 340.  *    3.    2.    0.    0.    0.    1.    3.    3.    3.    1.    1.    1.
1.    0.    0.    1.    1.    0.    0.    1.
 345.  *    2.    1.    1.    0.    0.    1.    3.    2.    3.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 350.  *    2.    2.    1.    0.    0.    1.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 355.  *    2.    1.    0.    0.    1.    1.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 360.  *    2.    1.    0.    0.    1.    1.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    3.    2.    1.    1.    1.    1.    3.    3.    3.    3.    3.    2.
2.    2.    2.    3.    2.    2.    2.    3.
```

```
 DEGR. *  140   115    45    50     0   345   340   340   335   325   325   320
320   300   295   155   315   160   155   315

 THE HIGHEST CONCENTRATION OF      3. ug/m**3 OCCURRED AT RECEPTOR REC16.
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```
                                                Sta_Gre
'PM25 2015 PM No-Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1       '       1570    1110    6
'REC    G2       '       1624    966     6
'REC    G3       '       1463    787     6
'REC    G4       '       1175    485     6
'REC    G5       '       1199    437     6
'REC    G6       '       1478    738     6
'REC    G7       '       1665    932     6
'REC    G8       '       1728    842     6
'REC    G9       '       1814    728     6
'REC    G10      '       1946    606     6
'REC    G11      '       1889    716     6
'REC    G12      '       1931    760     6
'REC    G13      '       2036    658     6
'REC    G14      '       2065    687     6
'REC    G15      '       1922    819     6
'REC    G16      '       1744    925     6
'REC    G17      '       1814    841     6
'REC    G18      '       1717    1010    6
'REC    G19      '       1691    1039    6
'REC    G20      '       1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'P'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 325. 0.022 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 325. 0.022 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 286. 0.022 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 286 0.044 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 1. 0.022 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 196. 0.022 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 196 0.044 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 167. 0.022 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 240. 0.022 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 240. 0.022 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 706. 0.022 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 910. 0.022 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 910 0.044 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 900. 0.022 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 900 0.044 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 863. 0.022 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 863. 0.022 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 711. 0.022 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 711. 0.022 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 711 0.044 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 572. 0.022 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 572 0.044 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 705. 0.022 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 753. 0.022 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 221. 0.022 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 201. 0.022 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 201 0.044 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 389. 0.022 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                         PAGE  1

      JOB: PM25 2015 PM Build Alt-A Stapleton                    RUN: Hanna & Bay ST
Intersection

      DATE :  2/28/ 6
      TIME : 18:28:52

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*-----------------
----------------------------------------
      1. L1 BAY ST NB UP 1-2 *    950.0    2917.0    1082.0    3250.0 *     358.
22. AG    730.    .0    .0 40.0
      2. L2 BAY ST NB UP 2-3 *   1082.0    3250.0    1146.0    3443.0 *     203.
18. AG    730.    .0    .0 40.0
      3. L3 BAY ST NB UP 3-4 *   1146.0    3443.0    1058.0    3744.0 *     314.
344. AG    842.    .0    .0 40.0
      4. L3Q BAY ST NB UP 3-4*   1058.0    3744.0    1085.1    3651.2 *      97.
164. AG      0. 100.0    .0 20.0  .43   4.9
      5. L4 BAY ST NB UP 4-5 *   1058.0    3744.0     982.0    3913.0 *     185.
336. AG   1032.    .0    .0 40.0
      6. L5 BAY ST NB UP 5-6 *    982.0    3913.0    1020.0    4076.0 *     167.
13. AG   1025.    .0    .0 40.0
      7. L5Q BAY ST NB UP 5-6*   1020.0    4076.0     993.3    3961.5 *     118.
193. AG      0. 100.0    .0 20.0  .52   6.0
      8. L6 BAY ST NB UP 6-7 *   1020.0    4076.0    1076.0    4394.0 *     323.
10. AG    996.    .0    .0 40.0
      9. L7 BAY ST SB UP 1-2 *   1055.0    4396.0    1006.0    4080.0 *     320.
189. AG   1387.    .0    .0 40.0
     10. L7Q BAY ST SB UP 1-2*   1006.0    4080.0    1030.4    4237.3 *     159.
 9. AG      0. 100.0    .0 20.0  .70   8.1
     11. L8 BAY ST SB UP 2-3 *   1006.0    4080.0     952.0    3900.0 *     188.
197. AG   1128.    .0    .0 40.0
     12. L9 BAY ST SB UP 3-4 *    952.0    3900.0    1016.0    3750.0 *     163.
157. AG   1367.    .0    .0 40.0
     13. L9Q BAY ST SB UP 3-4*   1016.0    3750.0     954.4    3894.3 *     157.
337. AG      0. 100.0    .0 20.0  .69   8.0
     14. L10 BAY ST SB UP 4-5*   1016.0    3750.0    1113.0    3446.0 *     319.
162. AG    788.    .0    .0 40.0
     15. L11 BAY ST SB UP 5-6*   1113.0    3446.0    1075.0    3258.0 *     192.
191. AG    768.    .0    .0 40.0
     16. L12 BAY ST SB UP 6-7*   1075.0    3258.0     943.0    2916.0 *     367.
201. AG    768.    .0    .0 40.0
     17. L13 HANNAH ST 1-2 WB*   1120.0    3789.0    1035.0    3758.0 *      90.
250. AG    357.    .0    .0 32.0
     18. L13Q HANNAH ST 1-2 W*   1035.0    3758.0    1178.0    3810.2 *     152.
70. AG      0. 100.0    .0 12.0  .71   7.7
     19. L14 HANNAH ST 2-3 WB*   1035.0    3758.0     885.0    3708.0 *     158.
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252. AG    314.     .0     .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    314.     .0     .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     78.     .0     .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     78.     .0     .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1004.5    3737.2 *      33.
251. AG      0. 100.0     .0 12.0  .15   1.7
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    519.     .0     .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    216.     .0     .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    216.     .0     .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     942.2    4073.0 *      46.
276. AG      0. 100.0     .0 20.0  .21   2.3
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.     .0     .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     26.     .0     .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.5    4091.7 *       6.
82. AG      0. 100.0     .0 20.0  .03    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    523.     .0     .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    523.     .0     .0 40.0
```

PAGE 2

JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/28/ 6
TIME : 18:28:52

```
      4. L3Q BAY ST NB UP 3-4*     120       42       2.0       842       1600
 .04      1        3
      7. L5Q BAY ST NB UP 5-6*     120       42       2.0      1025       1600
 .04      1        3
     10. L7Q BAY ST SB UP 1-2*     120       42       2.0      1387       1600
 .04      1        3
     13. L9Q BAY ST SB UP 3-4*     120       42       2.0      1367       1600
 .04      1        3
     18. L13Q HANNAH ST 1-2 W*     120       78       2.0       357       1600
 .04      1        3
     23. L14aQ HANNAH ST 2-3 *     120       78       2.0        78       1600
 .04      1        3
     27. L17Q VICTORY BLVD EB*     120       78       2.0       216       1600
 .04      1        3
     30. L19Q VICTORY BLVD WB*     120       78       2.0        26       1600
 .04      1        3
```

RECEPTOR LOCATIONS

```
                          *          COORDINATES (FT)          *
   RECEPTOR               *      X          Y          Z      *
-------------------------*-----------------------------------*
 1. REC    H1              *     1133.0     3803.0       6.0   *
 2. REC    H2              *     1059.0     3786.0       6.0   *
 3. REC    H3              *     1023.0     3868.0       6.0   *
 4. REC    H4              *      926.0     3899.0       6.0   *
 5. REC    H5              *      978.0     3762.0       6.0   *
 6. REC    H6              *      899.0     3738.0       6.0   *
```

7.	REC	H7	*	857.0	3729.0	6.0	*
8.	REC	H8	*	716.0	3681.0	6.0	*
9.	REC	H9	*	711.0	3624.0	6.0	*
10.	REC	H10	*	788.0	3645.0	6.0	*
11.	REC	H11	*	873.0	3673.0	6.0	*
12.	REC	H12	*	916.0	3685.0	6.0	*
13.	REC	H13	*	1007.0	3720.0	6.0	*
14.	REC	H14	*	1025.0	3634.0	6.0	*
15.	REC	H15	*	955.0	3608.0	6.0	*
16.	REC	H16	*	1135.0	3620.0	6.0	*
17.	REC	H17	*	1099.0	3714.0	6.0	*
18.	REC	H18	*	1085.0	3750.0	6.0	*
19.	REC	H19	*	1148.0	3772.0	6.0	*

JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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 * 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

0.	*	0.	1.	2.	0.	4.	0.	0.	0.	0.	0.	0.	1.	4.	3.	1.	0.	1.	2.
5.	*	0.	1.	2.	1.	4.	1.	0.	0.	0.	0.	1.	1.	4.	3.	2.	0.	1.	1.
10.	*	0.	0.	1.	2.	4.	1.	1.	0.	0.	0.	1.	2.	4.	2.	2.	0.	0.	1.
15.	*	0.	0.	1.	2.	3.	2.	1.	0.	1.	1.	2.	2.	3.	2.	2.	0.	0.	1.
20.	*	0.	0.	0.	3.	3.	2.	1.	0.	1.	1.	2.	2.	2.	2.	1.	0.	0.	1.
25.	*	0.	0.	0.	3.	2.	2.	2.	1.	1.	1.	2.	2.	3.	2.	1.	0.	0.	1.
30.	*	0.	0.	0.	3.	2.	1.	1.	1.	1.	1.	2.	2.	3.	2.	1.	0.	0.	1.
35.	*	0.	0.	0.	3.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	1.	0.	0.	1.
40.	*	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.
45.	*	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.
50.	*	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	2.	3.	1.	1.	0.	0.	1.
55.	*	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.
60.	*	0.	0.	0.	1.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.
65.	*	0.	0.	0.	1.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.

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

PAGE 4

JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-------------------------------------
 210.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 215.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 220.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 225.  *    2.    2.    2.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 230.  *    2.    2.    2.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 235.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 240.  *    2.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 245.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 250.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 255.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 260.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    3.    2.
 265.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    3.    2.
 270.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    3.    2.
 275.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    2.
 280.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    2.
 285.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    2.
 290.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    2.
 295.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    2.
 300.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    2.
 305.  *    1.    3.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    3.    3.    2.
 310.  *    1.    3.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    1.
 315.  *    1.    3.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    3.    3.    1.
 320.  *    1.    3.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    3.    3.    1.
 325.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    3.    3.    1.
 330.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    3.    1.
 335.  *    1.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
2.    1.    0.    2.    2.    2.    1.
 340.  *    1.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
3.    1.    0.    2.    2.    2.    1.
 345.  *    1.    2.    2.    0.    2.    0.    0.    0.    0.    0.    0.    0.
3.    2.    0.    1.    2.    2.    1.
 350.  *    1.    2.    2.    0.    2.    0.    0.    0.    0.    0.    0.    0.
4.    3.    0.    1.    2.    2.    1.
```

```
 355.  *    0.    2.    2.    0.    3.    0.    0.    0.    0.    0.    0.    1.
4.    3.    1.    1.    1.    2.    1.
 360.  *    0.    1.    2.    0.    4.    0.    0.    0.    0.    0.    0.    1.
4.    3.    1.    0.    1.    2.    0.

------*-------------------------------------------------------------------------------
-----------------------------------
 MAX   *    2.    4.    3.    3.    4.    2.    2.    1.    1.    1.    2.    2.
4.    3.    2.    2.    3.    3.    2.
 DEGR. *  235   175   170   140     5    20    25    85    40    25    15    15
0     0     5   325   320   310   265
```

THE HIGHEST CONCENTRATION OF 4. ug/m**3 OCCURRED AT RECEPTOR REC13.

```
                                                Sta_Han
'PM25 2015 PM Build Alt-A Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1       '       1133    3803    6
'REC    H2       '       1059    3786    6
'REC    H3       '       1023    3868    6
'REC    H4       '       926     3899    6
'REC    H5       '       978     3762    6
'REC    H6       '       899     3738    6
'REC    H7       '       857     3729    6
'REC    H8       '       716     3681    6
'REC    H9       '       711     3624    6
'REC    H10      '       788     3645    6
'REC    H11      '       873     3673    6
'REC    H12      '       916     3685    6
'REC    H13      '       1007    3720    6
'REC    H14      '       1025    3634    6
'REC    H15      '       955     3608    6
'REC    H16      '       1135    3620    6
'REC    H17      '       1099    3714    6
'REC    H18      '       1085    3750    6
'REC    H19      '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'P'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 730. 0.022 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 730. 0.022 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 842. 0.022 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 842 0.044 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 1032. 0.022 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 1025. 0.022 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 1025 0.044 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 996. 0.022 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1387. 0.022 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1387 0.044 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 1128. 0.022 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1367. 0.022 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1367 0.044 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 788. 0.022 0. 40.
```

```
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 768. 0.022 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 768. 0.022 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 357. 0.022 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 357 0.044 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 314. 0.022 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 314. 0.022 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 78. 0.022 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 78. 0.022 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 78 0.044 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 519. 0.022 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 216. 0.022 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 216. 0.022 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 216 0.044 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 0.022 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 26. 0.022 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 26 0.044 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 523. 0.022 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 523. 0.022 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

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▯                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                          PAGE  1

      JOB: PM25 2015 PM Build Alt-A Stapleton                    RUN: Vanderbilt Ave
& Bay ST Intersection

      DATE :  2/28/ 6
      TIME : 18:20:43

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S       VD =    .0 CM/S       Z0 = 108. CM
        U =  1.0 M/S         CLAS =   5  (E)     ATIM =  60. MINUTES     MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH
BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)       (VEH)

------------------------*----------------------------------------*------------------
----------------------------------------
      1. L1 EDGEWATER ST NB 1*   2485.0     342.0    2312.0     439.0 *     198.
299. AG    325.    .0    .0 32.0
      2. L2 EDGEWATER ST NB 2*   2312.0     439.0    2073.0     653.0 *     321.
312. AG    325.    .0    .0 32.0
      3. L3 EDGEWATER ST NB 3*   2073.0     653.0    1747.0     962.0 *     449.
313. AG    286.    .0    .0 32.0
      4. L3Q EDGEWATER ST NB *   1747.0     962.0    1762.8     947.0 *      22.
133. AG      0. 100.0    .0 30.0  .10   1.1
      5. L3a EDGEWATER ST NB *   1747.0     962.0    1613.0    1141.0 *     224.
323. AG      1.    .0    .0 32.0
      6. L4a EDGEWATER ST SB *   2064.0     647.0    1592.0    1130.0 *     675.
316. AG    196.    .0    .0 32.0
      7. L4Q EDGEWATER ST SB *   1592.0    1130.0    1611.4    1110.2 *      28.
136. AG      0. 100.0    .0 30.0  .13   1.4
      8. L4 EDGEWATER ST SB 4*   1735.0     949.0    2064.0     647.0 *     447.
133. AG    167.    .0    .0 32.0
      9. L5 EDGEWATER ST SB 5*   2064.0     647.0    2306.0     432.0 *     324.
132. AG    240.    .0    .0 32.0
     10. L6 EDGEWATER ST SB 6*   2306.0     432.0    2503.0     310.0 *     232.
122. AG    240.    .0    .0 32.0
     11. L7 BAY ST NB 1-2    *   2252.0      18.0    1867.0     710.0 *     792.
331. AG    706.    .0    .0 32.0
     12. L8 BAY ST NB 2-4T   *   1867.0     710.0    1682.0     992.0 *     337.
327. AG    910.    .0    .0 32.0
     13. L8Q BAY ST NB 3-2   *   1720.0     939.0    1757.6     880.4 *      70.
147. AG      0. 100.0    .0 30.0  .31   3.5
     14. L9 BAY ST NB 4T-5   *   1682.0     992.0    1484.0    1339.0 *     400.
330. AG    900.    .0    .0 32.0
     15. L9Q BAY ST NB 5-4T  *   1484.0    1339.0    1518.1    1279.2 *      69.
150. AG      0. 100.0    .0 30.0  .30   3.5
     16. L10 BAY ST NB 5-6   *   1484.0    1339.0    1264.0    1654.0 *     384.
325. AG    863.    .0    .0 32.0
     17. L11 BAY ST NB 6-7   *   1264.0    1654.0    1049.0    2127.0 *     520.
336. AG    863.    .0    .0 32.0
     18. L12 BAY ST SB 1-2   *   1030.0    2123.0    1244.0    1644.0 *     525.
156. AG    711.    .0    .0 32.0
     19. L13 BAY ST SB 2-3   *   1244.0    1644.0    1445.0    1358.0 *     350.
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145. AG    711.    .0    .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1413.7    1402.5 *      54.
325. AG      0. 100.0    .0 30.0  .24   2.8
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    572.    .0    .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.0    1002.3 *      44.
331. AG      0. 100.0    .0 30.0  .19   2.2
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    705.    .0    .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    753.    .0    .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    221.    .0    .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    201.    .0    .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1435.4    1305.9 *      29.
236. AG      0. 100.0    .0 30.0  .13   1.5
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    389.    .0    .0 32.0
```


JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/28/ 6
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     4. L3Q EDGEWATER ST NB *     120       42       2.0       286       1600
 .04     1        3
     7. L4Q EDGEWATER ST SB *     120       78       2.0       196       1600
 .04     1        3
    13. L8Q BAY ST NB 3-2   *     120       42       2.0       910       1600
 .04     1        3
    15. L9Q BAY ST NB 5-4T  *     120       42       2.0       900       1600
 .04     1        3
    20. L13Q BAY ST SB 3-2  *     120       42       2.0       711       1600
 .04     1        3
    22. L14Q BAY ST SB 1T-3 *     120       42       2.0       572       1600
 .04     1        3
    27. L19Q VANDERBILT AVE *     120       78       2.0       201       1600
 .04     1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC Va1	1235.0	1630.0	6.0
2. REC Va2	1330.0	1496.0	6.0
3. REC Va3	1429.0	1355.0	6.0
4. REC Va4	1259.0	1234.0	6.0
5. REC Va5	1057.0	1096.0	6.0
6. REC Va6	867.0	977.0	6.0
7. REC Va7	904.0	917.0	6.0
8. REC Va8	1093.0	1047.0	6.0
9. REC Va9	1292.0	1184.0	6.0
10. REC Va10	1395.0	1252.0	6.0
11. REC Va11	1463.0	1303.0	6.0
12. REC Va12	1510.0	1239.0	6.0
13. REC Va13	1534.0	1171.0	6.0
14. REC Va14	1579.0	1205.0	6.0
15. REC Va15	1493.0	1344.0	6.0
16. REC Va16	1542.0	1372.0	6.0

17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	*	2.	2.	2.	1.	0.	0.	0.	1.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.
5.	*	2.	2.	2.	1.	0.	0.	1.	1.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.
10.	*	2.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
15.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.
20.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
25.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
30.	*	1.	1.	2.	1.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
35.	*	1.	1.	2.	1.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
40.	*	1.	1.	2.	1.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
45.	*	1.	1.	2.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
50.	*	1.	1.	2.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
55.	*	1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
60.	*	1.	1.	2.	1.	1.	1.	1.	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
65.	*	1.	1.	2.	1.	1.	1.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
70.	*	1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
75.	*	1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
80.	*	1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.
85.	*	1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.
90.	*	1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	2.	1.								

```
1.    0.    0.    0.    0.    0.    0.    0.
  95.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    1.    2.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 100.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    1.    2.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 105.  *    2.    2.    2.    1.    1.    1.    0.    0.    0.    1.    2.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 110.  *    2.    2.    2.    1.    1.    1.    0.    0.    1.    1.    2.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 115.  *    2.    2.    2.    1.    1.    1.    0.    0.    1.    1.    2.    1.
2.    0.    0.    0.    0.    0.    0.    0.
 120.  *    2.    2.    2.    1.    1.    1.    0.    0.    1.    1.    2.    1.
2.    0.    0.    0.    0.    0.    0.    0.
 125.  *    2.    2.    3.    1.    1.    1.    0.    0.    1.    1.    2.    2.
2.    0.    1.    0.    0.    0.    0.    0.
 130.  *    2.    2.    3.    1.    1.    0.    0.    0.    0.    1.    2.    2.
2.    0.    1.    0.    0.    0.    0.    0.
 135.  *    2.    3.    3.    1.    1.    0.    0.    0.    0.    1.    2.    3.
3.    1.    1.    0.    0.    0.    1.    1.
 140.  *    2.    3.    3.    1.    0.    0.    0.    0.    0.    1.    3.    3.
3.    1.    2.    0.    0.    0.    2.    1.
 145.  *    2.    3.    3.    1.    0.    0.    0.    0.    0.    1.    3.    3.
3.    2.    3.    1.    0.    0.    2.    2.
 150.  *    2.    2.    3.    0.    0.    0.    0.    0.    0.    0.    2.    3.
2.    3.    4.    1.    1.    0.    3.    3.
 155.  *    1.    1.    2.    0.    0.    0.    0.    0.    0.    0.    2.    2.
2.    3.    4.    1.    1.    1.    3.    3.
 160.  *    0.    1.    2.    0.    0.    0.    0.    0.    0.    0.    1.    2.
1.    3.    4.    1.    1.    1.    3.    3.
 165.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    3.    3.    1.    1.    1.    3.    3.
 170.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 175.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 180.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 185.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 190.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 195.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 200.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    2.
 205.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    2.
```


JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 215.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
```

```
 220.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 225.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 230.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 235.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    1.    0.
0.    1.    3.    2.    1.    1.    2.    1.
 240.  *    0.    0.    1.    1.    1.    0.    0.    0.    1.    1.    1.    0.
0.    1.    3.    2.    1.    1.    2.    1.
 245.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 250.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 255.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 260.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 265.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 270.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 275.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    2.    2.    1.    1.    1.    1.    1.
 280.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    2.    2.    1.    1.    1.    1.    1.
 285.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 290.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 295.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 300.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 305.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 310.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 315.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    2.    2.
1.    3.    3.    1.    1.    1.    2.    2.
 320.  *    0.    1.    2.    0.    0.    0.    0.    0.    0.    0.    3.    2.
1.    3.    3.    1.    1.    0.    2.    2.
 325.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    1.    3.    3.
2.    3.    3.    1.    0.    0.    2.    2.
 330.  *    1.    2.    3.    0.    0.    0.    0.    0.    0.    1.    4.    3.
3.    2.    2.    0.    0.    0.    2.    2.
 335.  *    2.    3.    3.    0.    0.    0.    0.    0.    0.    1.    4.    3.
3.    2.    2.    0.    0.    0.    1.    1.
 340.  *    2.    3.    3.    0.    0.    0.    0.    0.    1.    1.    4.    3.
3.    1.    1.    0.    0.    0.    1.    1.
 345.  *    2.    2.    3.    0.    0.    0.    0.    0.    1.    1.    3.    3.
2.    0.    1.    0.    0.    0.    0.    0.
 350.  *    2.    2.    3.    0.    0.    0.    0.    0.    1.    1.    3.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 355.  *    2.    2.    2.    1.    0.    0.    0.    1.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 360.  *    2.    2.    2.    1.    0.    0.    0.    1.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX  *    2.    3.    3.    1.    1.    1.    1.    1.    1.    1.    4.    3.
3.    3.    4.    2.    1.    1.    3.    3.
```

```
 DEGR. *  140   140   140    75    60    65    40    15    40    30   335   330
135   315   155   235   235   225   160   155

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC15.
```

```
                                                Sta_Van
'PM25 2015 PM Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1      '       1235    1630    6
'REC    Va2      '       1330    1496    6
'REC    Va3      '       1429    1355    6
'REC    Va4      '       1259    1234    6
'REC    Va5      '       1057    1096    6
'REC    Va6      '       867     977     6
'REC    Va7      '       904     917     6
'REC    Va8      '       1093    1047    6
'REC    Va9      '       1292    1184    6
'REC    Va10     '       1395    1252    6
'REC    Va11     '       1463    1303    6
'REC    Va12     '       1510    1239    6
'REC    Va13     '       1534    1171    6
'REC    Va14     '       1579    1205    6
'REC    Va15     '       1493    1344    6
'REC    Va16     '       1542    1372    6
'REC    Va17     '       1571    1396    6
'REC    Va18     '       1546    1460    6
'REC    Va19     '       1450    1416    6
'REC    Va20     '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'P'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 325. 0.022 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 325. 0.022 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 286. 0.022 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 286 0.044 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 1. 0.022 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 196. 0.022 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 196 0.044 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 167. 0.022 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 240. 0.022 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 240. 0.022 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 706. 0.022 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 910. 0.022 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 910 0.044 1600 1 3
1
```

```
'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 900. 0.022 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 900 0.044 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 863. 0.022 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 863. 0.022 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 711. 0.022 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 711. 0.022 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 711 0.044 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 572. 0.022 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 572 0.044 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 705. 0.022 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 753. 0.022 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 221. 0.022 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 201. 0.022 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 201 0.044 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 389. 0.022 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/28/ 6
TIME : 18:28: 0

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .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.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	730.	.0	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	730.	.0	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	842.	.0	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1085.1	3651.2	*	97.	164.	AG	0.	100.0	.0	20.0	.43	4.9
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	1032.	.0	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	1025.	.0	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	993.3	3961.5	*	118.	193.	AG	0.	100.0	.0	20.0	.52	6.0
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	996.	.0	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1387.	.0	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1030.4	4237.3	*	159.	9.	AG	0.	100.0	.0	20.0	.70	8.1
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	1128.	.0	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1367.	.0	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	954.4	3894.3	*	157.	337.	AG	0.	100.0	.0	20.0	.69	8.0
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	788.	.0	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	768.	.0	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	768.	.0	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	357.	.0	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1178.0	3810.2	*	152.	70.	AG	0.	100.0	.0	12.0	.71	7.7
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    314.    .0    .0 32.0
     20. L15 HANNAH ST 3-4 WB*    885.0    3708.0    703.0    3659.0 *    188.
255. AG    314.    .0    .0 32.0
     21. L13a HANNAH ST 1-2 E*    709.0    3649.0    890.0    3698.0 *    188.
75. AG     78.    .0    .0 32.0
     22. L14a HANNAH ST 2-3 E*    890.0    3698.0   1036.0    3748.0 *    154.
71. AG     78.    .0    .0 32.0
     23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0   1004.5    3737.2 *     33.
251. AG      0. 100.0    .0 12.0  .15   1.7
     24. L15a HANNAH ST 3-4 E*   1036.0    3748.0   1125.0    3779.0 *     94.
71. AG    519.    .0    .0 32.0
     25. L16 VICTORY BLVD EB *    680.0    4164.0    860.0    4082.0 *    198.
114. AG    216.    .0    .0 40.0
     26. L17 VICTORY BLVD EB *    860.0    4082.0    988.0    4068.0 *    129.
96. AG    216.    .0    .0 40.0
     27. L17Q VICTORY BLVD EB*    988.0    4068.0    942.2    4073.0 *     46.
276. AG      0. 100.0    .0 20.0  .21   2.3
     28. L18 VICTORY BLVD EB *    988.0    4068.0   1373.0    4104.0 *    387.
85. AG      7.    .0    .0 40.0
     29. L19 VICTORY BLVD WB *   1374.0    4136.0   1040.0    4091.0 *    337.
262. AG     26.    .0    .0 40.0
     30. L19Q VICTORY BLVD WB*   1040.0    4091.0   1045.5    4091.7 *      6.
82. AG      0. 100.0    .0 20.0  .03    .3
     31. L20 VICTORY BLVD WB *   1040.0    4091.0    878.0    4101.0 *    162.
274. AG    523.    .0    .0 40.0
     32. L21 VICTORY BLVD WB *    878.0    4101.0    677.0    4179.0 *    216.
291. AG    523.    .0    .0 40.0
```


JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/28/ 6
TIME : 18:28: 0

```
     4. L3Q BAY ST NB UP 3-4*     120       42       2.0       842       1600
.04      1        3
     7. L5Q BAY ST NB UP 5-6*     120       42       2.0      1025       1600
.04      1        3
    10. L7Q BAY ST SB UP 1-2*     120       42       2.0      1387       1600
.04      1        3
    13. L9Q BAY ST SB UP 3-4*     120       42       2.0      1367       1600
.04      1        3
    18. L13Q HANNAH ST 1-2 W*     120       78       2.0       357       1600
.04      1        3
    23. L14aQ HANNAH ST 2-3 *     120       78       2.0        78       1600
.04      1        3
    27. L17Q VICTORY BLVD EB*     120       78       2.0       216       1600
.04      1        3
    30. L19Q VICTORY BLVD WB*     120       78       2.0        26       1600
.04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0

7.	REC	V7	*	1040.0	4396.0	6.0 *
8.	REC	V8	*	966.0	4116.0	6.0 *
9.	REC	V9	*	888.0	4115.0	6.0 *
10.	REC	V10	*	839.0	4137.0	6.0 *
11.	REC	V11	*	1025.0	4034.0	6.0 *
12.	REC	V12	*	891.0	3999.0	6.0 *
13.	REC	V13	*	956.0	4055.0	6.0 *
14.	REC	V14	*	1133.0	4039.0	6.0 *
15.	REC	V15	*	1217.0	4050.0	6.0 *
16.	REC	V16	*	1337.0	4064.0	6.0 *

JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	*	0.	0.	4.	2.	0.	1.	0.	0.	0.	0.	4.	0.	1.	0.	0.	0.
5.	*	0.	0.	3.	2.	0.	1.	0.	0.	0.	0.	4.	0.	2.	0.	0.	0.
10.	*	0.	0.	3.	2.	0.	2.	0.	1.	0.	0.	4.	0.	2.	0.	0.	0.
15.	*	0.	0.	2.	1.	0.	2.	0.	1.	0.	0.	3.	1.	2.	0.	0.	0.
20.	*	0.	0.	2.	1.	0.	3.	0.	2.	0.	0.	2.	1.	3.	0.	0.	0.
25.	*	0.	0.	1.	1.	0.	3.	0.	2.	0.	0.	1.	1.	3.	0.	0.	0.
30.	*	0.	0.	1.	1.	0.	3.	0.	2.	1.	0.	1.	2.	3.	0.	0.	0.
35.	*	0.	0.	1.	0.	0.	3.	0.	2.	1.	0.	0.	2.	3.	0.	0.	0.
40.	*	0.	0.	0.	0.	0.	3.	0.	2.	1.	0.	0.	2.	3.	0.	0.	0.
45.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	2.	3.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	2.	3.	0.	0.	0.
55.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	2.	3.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
65.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
70.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
75.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.				

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

PAGE 4

JOB: PM25 2015 PM Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

```
 WIND   * CONCENTRATION
 ANGLE  *       (ug/m**3)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16
```

```
------*-------------------------------------------------------------------------------------
-------------------
 210.  *    0.    0.    4.    4.    3.    1.    1.    1.    1.    1.    3.    0.
0.    1.    1.    0.
 215.  *    0.    0.    4.    3.    3.    0.    1.    1.    1.    1.    3.    0.
0.    1.    1.    0.
 220.  *    0.    1.    4.    3.    2.    0.    0.    1.    1.    1.    3.    0.
0.    1.    0.    0.
 225.  *    0.    1.    4.    3.    2.    0.    0.    1.    1.    1.    3.    0.
0.    1.    1.    0.
 230.  *    1.    1.    4.    3.    2.    0.    0.    1.    1.    1.    3.    0.
0.    1.    1.    0.
 235.  *    0.    1.    3.    2.    2.    0.    0.    1.    1.    1.    3.    0.
0.    1.    1.    0.
 240.  *    1.    1.    3.    2.    2.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 245.  *    0.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 250.  *    1.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    1.
 255.  *    1.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 260.  *    1.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 265.  *    1.    1.    2.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    1.
 270.  *    1.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    1.
 275.  *    1.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    1.
 280.  *    1.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
1.    1.    1.    1.
 285.  *    1.    1.    2.    2.    0.    0.    0.    0.    1.    1.    2.    0.
1.    1.    1.    1.
 290.  *    1.    1.    2.    2.    0.    0.    0.    0.    1.    1.    3.    0.
1.    2.    1.    1.
 295.  *    1.    1.    2.    2.    0.    0.    0.    0.    1.    0.    3.    0.
1.    1.    1.    1.
 300.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    1.
 305.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    1.
 310.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 315.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 320.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 325.  *    0.    0.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 330.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 335.  *    0.    0.    3.    3.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    0.    0.
 340.  *    0.    0.    3.    3.    0.    0.    0.    0.    0.    0.    4.    0.
1.    1.    0.    0.
 345.  *    0.    0.    3.    3.    0.    0.    0.    0.    0.    0.    4.    0.
1.    1.    0.    0.
 350.  *    0.    0.    4.    3.    0.    0.    0.    0.    0.    0.    4.    0.
1.    1.    0.    0.
 355.  *    0.    0.    4.    2.    0.    0.    0.    0.    0.    0.    5.    0.
1.    0.    0.    0.
 360.  *    0.    0.    4.    2.    0.    1.    0.    0.    0.    0.    4.    0.
```

```
1.    0.    0.    0.

------*-------------------------------------------------------------------------------
-------------------
 MAX   *    1.    1.    4.    4.    4.    4.    5.    3.    2.    2.    5.    2.
3.    2.    1.    1.
 DEGR. *  265   260   200   200   200   175   180   170   155   155   355   145
35   290   285   275

 THE HIGHEST CONCENTRATION OF      5. ug/m**3 OCCURRED AT RECEPTOR REC11.
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```
'PM25 2015 PM Build Alt-A Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1      '       1328    4151    6
'REC    V2      '       1235    4141    6
'REC    V3      '       1041    4131    6
'REC    V4      '       1069    4277    6
'REC    V5      '       1094    4402    6
'REC    V6      '       1008    4231    6
'REC    V7      '       1040    4396    6
'REC    V8      '       966     4116    6
'REC    V9      '       888     4115    6
'REC    V10     '       839     4137    6
'REC    V11     '       1025    4034    6
'REC    V12     '       891     3999    6
'REC    V13     '       956     4055    6
'REC    V14     '       1133    4039    6
'REC    V15     '       1217    4050    6
'REC    V16     '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'P'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 730. 0.022 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 730. 0.022 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 842. 0.022 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 842 0.044 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 1032. 0.022 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 1025. 0.022 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 1025 0.044 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 996. 0.022 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1387. 0.022 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1387 0.044 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 1128. 0.022 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1367. 0.022 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1367 0.044 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 788. 0.022 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 768. 0.022 0. 40.
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1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 768. 0.022 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 357. 0.022 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 357 0.044 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 314. 0.022 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 314. 0.022 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 78. 0.022 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 78. 0.022 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 78 0.044 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 519. 0.022 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 216. 0.022 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 216. 0.022 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 216 0.044 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 0.022 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 26. 0.022 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 26 0.044 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 523. 0.022 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 523. 0.022 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: PM25 2005 PM Existing Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 12/ 8/ 5
TIME : 14: 4: 5

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	248.	.0	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	248.	.0	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	248.	.0	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1760.7	949.0	*	19.	133.	AG	0.	100.0	.0	30.0	.08	1.0
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	80.	.0	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	129.	.0	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1604.8	1116.9	*	18.	136.	AG	0.	100.0	.0	30.0	.08	.9
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	129.	.0	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	129.	.0	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	129.	.0	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	567.	.0	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	537.	.0	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1742.2	904.4	*	41.	147.	AG	0.	100.0	.0	30.0	.18	2.1
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	500.	.0	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1502.9	1305.9	*	38.	150.	AG	0.	100.0	.0	30.0	.17	1.9
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	456.	.0	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	456.	.0	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	563.	.0	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

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145. AG    569.     .0     .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1420.0    1393.5 *      43.
325. AG      0. 100.0     .0 30.0  .19   2.2
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    471.     .0     .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1643.7     995.6 *      36.
331. AG      0. 100.0     .0 30.0  .16   1.8
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    598.     .0     .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    598.     .0     .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    175.     .0     .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    132.     .0     .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1443.5    1311.5 *      19.
236. AG      0. 100.0     .0 30.0  .09   1.0
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    299.     .0     .0 32.0
```

PAGE 2

JOB: PM25 2005 PM Existing Stapleton RUN: Greenfield Ave & Bay ST Intersection

DATE : 12/ 8/ 5
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```
       4. L3Q EDGEWATER ST NB *     120       42       2.0       248       1600
 .08      1         3
       7. L4Q EDGEWATER ST SB *     120       78       2.0       129       1600
 .08      1         3
      13. L8Q BAY ST NB 3-2   *     120       42       2.0       537       1600
 .08      1         3
      15. L9Q BAY ST NB 5-4T  *     120       42       2.0       500       1600
 .08      1         3
      20. L13Q BAY ST SB 3-2  *     120       42       2.0       569       1600
 .08      1         3
      22. L14Q BAY ST SB 1T-3 *     120       42       2.0       471       1600
 .08      1         3
      27. L19Q VANDERBILT AVE *     120       78       2.0       132       1600
 .08      1         3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC G1	1570.0	1110.0	6.0
2. REC G2	1624.0	966.0	6.0
3. REC G3	1463.0	787.0	6.0
4. REC G4	1175.0	485.0	6.0
5. REC G5	1199.0	437.0	6.0
6. REC G6	1478.0	738.0	6.0
7. REC G7	1665.0	932.0	6.0
8. REC G8	1728.0	842.0	6.0
9. REC G9	1814.0	728.0	6.0
10. REC G10	1946.0	606.0	6.0
11. REC G11	1889.0	716.0	6.0
12. REC G12	1931.0	760.0	6.0
13. REC G13	2036.0	658.0	6.0
14. REC G14	2065.0	687.0	6.0
15. REC G15	1922.0	819.0	6.0
16. REC G16	1744.0	925.0	6.0

17.	REC	G17	*	1814.0	841.0	6.0	*
18.	REC	G18	*	1717.0	1010.0	6.0	*
19.	REC	G19	*	1691.0	1039.0	6.0	*
20.	REC	G20	*	1577.0	1215.0	6.0	*

JOB: PM25 2005 PM Existing Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	2.	2.	1.	0.	1.	1.	3.	3.	3.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.	0.
5.	*	2.	2.	1.	1.	1.	1.	3.	3.	3.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.	0.
10.	*	2.	2.	1.	0.	1.	1.	3.	3.	3.	1.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
15.	*	2.	2.	1.	0.	1.	1.	3.	3.	3.	1.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
20.	*	2.	2.	1.	0.	1.	1.	2.	3.	3.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
25.	*	2.	2.	1.	0.	1.	1.	2.	3.	3.	0.	0.	1.	1.	0.	0.	2.	1.	0.	0.	0.
30.	*	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
35.	*	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
40.	*	2.	2.	1.	1.	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
45.	*	2.	2.	1.	1.	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
50.	*	2.	2.	2.	1.	0.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
55.	*	2.	2.	1.	1.	0.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
60.	*	3.	2.	1.	1.	0.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
65.	*	3.	2.	1.	1.	1.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
70.	*	3.	2.	1.	1.	0.	1.	2.	2.	2.	1.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
75.	*	3.	2.	1.	1.	0.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
80.	*	2.	2.	1.	1.	0.	1.	3.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
85.	*	2.	2.	1.	1.	0.	1.	3.	2.	3.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	0.
90.	*	2.	2.	1.	1.	0.	1.	3.	2.	3.	0.	1.	1.								

```
1.    0.    0.    1.    1.    0.    0.    0.
  95.  *    2.    3.    1.    1.    0.    1.    3.    2.    3.    0.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 100.  *    2.    3.    1.    1.    0.    1.    3.    3.    3.    0.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 105.  *    2.    3.    1.    1.    0.    1.    3.    3.    3.    0.    1.    2.
2.    0.    0.    2.    1.    0.    0.    0.
 110.  *    2.    3.    1.    1.    0.    1.    4.    3.    3.    1.    1.    2.
1.    0.    0.    2.    1.    0.    0.    0.
 115.  *    3.    3.    1.    1.    0.    1.    4.    3.    3.    0.    1.    2.
2.    0.    0.    2.    1.    1.    0.    0.
 120.  *    3.    4.    1.    0.    0.    1.    4.    3.    3.    0.    0.    2.
2.    0.    0.    2.    1.    1.    1.    0.
 125.  *    3.    3.    1.    0.    0.    1.    4.    4.    3.    0.    0.    2.
2.    1.    1.    2.    1.    1.    1.    0.
 130.  *    4.    3.    1.    0.    0.    1.    4.    4.    4.    0.    0.    2.
2.    1.    1.    2.    1.    2.    2.    0.
 135.  *    5.    3.    1.    0.    0.    0.    4.    4.    4.    0.    0.    2.
1.    1.    2.    3.    1.    2.    2.    1.
 140.  *    5.    3.    1.    0.    0.    0.    4.    4.    4.    1.    1.    1.
1.    1.    2.    3.    1.    3.    3.    2.
 145.  *    5.    2.    0.    0.    0.    0.    3.    3.    4.    1.    1.    1.
1.    1.    2.    4.    1.    3.    3.    2.
 150.  *    4.    2.    0.    0.    0.    0.    3.    2.    4.    2.    2.    1.
0.    1.    2.    5.    2.    4.    4.    3.
 155.  *    3.    1.    0.    0.    0.    0.    2.    1.    3.    3.    3.    1.
1.    1.    2.    5.    3.    4.    4.    4.
 160.  *    2.    1.    0.    0.    0.    0.    1.    1.    2.    4.    3.    1.
1.    1.    2.    5.    3.    4.    4.    4.
 165.  *    1.    0.    0.    0.    0.    0.    0.    0.    1.    4.    3.    2.
1.    2.    3.    4.    3.    4.    3.    4.
 170.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    3.    3.    2.
1.    2.    3.    4.    3.    3.    3.    3.
 175.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    3.    3.    2.
1.    2.    2.    3.    2.    3.    3.    3.
 180.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    3.    3.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 185.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    3.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 190.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 195.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 200.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 205.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
```


JOB: PM25 2005 PM Existing Stapleton RUN: Greenfield Ave & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 215.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
```

```
 220.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 225.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 230.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 235.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    2.    3.    2.    2.    2.    2.
 240.  *    0.    0.    0.    0.    0.    1.    0.    0.    0.    2.    2.    1.
1.    1.    2.    3.    2.    2.    2.    2.
 245.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    2.    3.    2.    2.    2.    2.
 250.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 255.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 260.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 265.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 270.  *    0.    0.    0.    0.    0.    0.    1.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 275.  *    1.    0.    0.    0.    0.    0.    1.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 280.  *    1.    0.    0.    0.    0.    0.    1.    0.    0.    2.    2.    1.
1.    2.    2.    3.    2.    2.    2.    2.
 285.  *    1.    0.    0.    0.    0.    0.    1.    0.    0.    2.    2.    2.
1.    2.    3.    3.    2.    2.    2.    2.
 290.  *    0.    0.    0.    0.    0.    0.    1.    0.    0.    3.    2.    2.
1.    2.    3.    4.    2.    2.    2.    2.
 295.  *    1.    0.    0.    0.    0.    0.    1.    0.    0.    3.    3.    2.
2.    2.    3.    4.    3.    2.    3.    2.
 300.  *    1.    0.    0.    0.    0.    0.    0.    0.    1.    3.    3.    2.
2.    3.    3.    4.    3.    2.    3.    2.
 305.  *    1.    0.    0.    0.    0.    0.    1.    0.    1.    3.    3.    2.
2.    3.    3.    4.    3.    3.    3.    3.
 310.  *    1.    0.    0.    0.    0.    0.    1.    1.    1.    4.    3.    3.
3.    2.    3.    4.    3.    3.    3.    3.
 315.  *    1.    0.    0.    0.    0.    0.    1.    1.    2.    4.    3.    3.
3.    2.    2.    5.    3.    3.    3.    4.
 320.  *    2.    0.    0.    0.    0.    0.    2.    2.    3.    4.    4.    3.
3.    2.    2.    5.    3.    3.    3.    4.
 325.  *    3.    1.    0.    0.    0.    0.    3.    3.    4.    4.    3.    3.
3.    1.    1.    5.    3.    3.    3.    3.
 330.  *    4.    2.    0.    0.    0.    0.    4.    4.    5.    4.    3.    3.
2.    0.    1.    4.    2.    2.    2.    2.
 335.  *    4.    2.    0.    0.    0.    1.    4.    4.    5.    2.    2.    2.
2.    0.    0.    3.    2.    1.    1.    2.
 340.  *    4.    2.    0.    0.    0.    1.    5.    4.    5.    1.    1.    2.
2.    0.    0.    2.    1.    1.    1.    1.
 345.  *    3.    2.    1.    0.    0.    1.    4.    4.    4.    1.    1.    1.
1.    0.    0.    2.    1.    0.    0.    0.
 350.  *    3.    2.    1.    0.    1.    1.    4.    3.    4.    1.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 355.  *    3.    2.    1.    0.    1.    1.    3.    3.    3.    1.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 360.  *    2.    2.    1.    0.    1.    1.    3.    3.    3.    1.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX  *    5.    4.    2.    1.    1.    1.    5.    4.    5.    4.    4.    3.
3.    3.    3.    5.    3.    4.    4.    4.
```

```
 DEGR. *  140    120     50     45     15    350    340    340    335    320    320    315
320    300    300    320    320    155    155    155

 THE HIGHEST CONCENTRATION OF       5. ug/m**3 OCCURRED AT RECEPTOR REC16.
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                                                Sta_Gre
'PM25 2005 PM Existing Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1       '       1570    1110    6
'REC    G2       '       1624    966     6
'REC    G3       '       1463    787     6
'REC    G4       '       1175    485     6
'REC    G5       '       1199    437     6
'REC    G6       '       1478    738     6
'REC    G7       '       1665    932     6
'REC    G8       '       1728    842     6
'REC    G9       '       1814    728     6
'REC    G10      '       1946    606     6
'REC    G11      '       1889    716     6
'REC    G12      '       1931    760     6
'REC    G13      '       2036    658     6
'REC    G14      '       2065    687     6
'REC    G15      '       1922    819     6
'REC    G16      '       1744    925     6
'REC    G17      '       1814    841     6
'REC    G18      '       1717    1010    6
'REC    G19      '       1691    1039    6
'REC    G20      '       1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'P'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 248. 0.049 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 248. 0.049 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 248. 0.049 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 248 0.077 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 80. 0.049 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 129. 0.049 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 129 0.077 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 129. 0.049 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 129. 0.049 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 129. 0.049 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 567. 0.049 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 537. 0.049 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 537 0.077 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 500. 0.049 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 500 0.077 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 456. 0.049 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 456. 0.049 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 563. 0.049 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 569. 0.049 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 569 0.077 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 471. 0.049 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 471 0.077 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 598. 0.049 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 598. 0.049 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 175. 0.049 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 132. 0.049 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 132 0.077 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 299. 0.049 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: PM25 2005 PM Existing Stapleton RUN: Hanna & Bay ST Intersection

DATE : 12/ 6/ 5
TIME : 14:42:52

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	412.	.0	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	412.	.0	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	521.	.0	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1074.8	3686.7	*	60.	164.	AG	0.	100.0	.0	20.0	.26	3.0
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	691.	.0	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	690.	.0	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	1002.0	3998.8	*	79.	193.	AG	0.	100.0	.0	20.0	.35	4.0
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	693.	.0	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1074.	.0	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1024.9	4201.9	*	123.	9.	AG	0.	100.0	.0	20.0	.54	6.3
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	858.	.0	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1016.	.0	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	970.2	3857.3	*	117.	337.	AG	0.	100.0	.0	20.0	.52	5.9
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	652.	.0	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	628.	.0	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	628.	.0	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	308.	.0	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1158.4	3803.0	*	131.	70.	AG	0.	100.0	.0	12.0	.61	6.7
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    284.     .0     .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    284.     .0     .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     71.     .0     .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     71.     .0     .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1007.4    3738.2 *      30.
251. AG      0. 100.0     .0 12.0  .14   1.5
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    291.     .0     .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    179.     .0     .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    179.     .0     .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     950.3    4072.1 *      38.
276. AG      0. 100.0     .0 20.0  .18   1.9
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.     .0     .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     24.     .0     .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.1    4091.7 *       5.
82. AG      0. 100.0     .0 20.0  .02    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    413.     .0     .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    413.     .0     .0 40.0
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```
      JOB: PM25 2005 PM Existing Stapleton                    RUN: Hanna & Bay ST
Intersection

      DATE : 12/ 6/ 5
      TIME : 14:42:52

       4. L3Q BAY ST NB UP 3-4*     120       42       2.0       521       1600
  .08      1        3
       7. L5Q BAY ST NB UP 5-6*     120       42       2.0       690       1600
  .08      1        3
      10. L7Q BAY ST SB UP 1-2*     120       42       2.0      1074       1600
  .08      1        3
      13. L9Q BAY ST SB UP 3-4*     120       42       2.0      1016       1600
  .08      1        3
      18. L13Q HANNAH ST 1-2 W*     120       78       2.0       308       1600
  .08      1        3
      23. L14aQ HANNAH ST 2-3 *     120       78       2.0        71       1600
  .08      1        3
      27. L17Q VICTORY BLVD EB*     120       78       2.0       179       1600
  .08      1        3
      30. L19Q VICTORY BLVD WB*     120       78       2.0        24       1600
  .08      1        3

       RECEPTOR LOCATIONS
       ------------------
                                 *          COORDINATES (FT)          *
         RECEPTOR                *      X          Y          Z       *
     ------------------------*-----------------------------------*
      1. REC    H1                 *     1133.0     3803.0       6.0   *
      2. REC    H2                 *     1059.0     3786.0       6.0   *
      3. REC    H3                 *     1023.0     3868.0       6.0   *
      4. REC    H4                 *      926.0     3899.0       6.0   *
      5. REC    H5                 *      978.0     3762.0       6.0   *
      6. REC    H6                 *      899.0     3738.0       6.0   *
```

7.	REC	H7	*	857.0	3729.0	6.0 *
8.	REC	H8	*	716.0	3681.0	6.0 *
9.	REC	H9	*	711.0	3624.0	6.0 *
10.	REC	H10	*	788.0	3645.0	6.0 *
11.	REC	H11	*	873.0	3673.0	6.0 *
12.	REC	H12	*	916.0	3685.0	6.0 *
13.	REC	H13	*	1007.0	3720.0	6.0 *
14.	REC	H14	*	1025.0	3634.0	6.0 *
15.	REC	H15	*	955.0	3608.0	6.0 *
16.	REC	H16	*	1135.0	3620.0	6.0 *
17.	REC	H17	*	1099.0	3714.0	6.0 *
18.	REC	H18	*	1085.0	3750.0	6.0 *
19.	REC	H19	*	1148.0	3772.0	6.0 *

JOB: PM25 2005 PM Existing Stapleton RUN: Hanna & Bay ST Intersection

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
0.	*	0.	2.	3.	1.	6.	1.	0.	0.	1.	1.	1.	2.	7.	5.	2.	1.	2.	2.	1.
5.	*	0.	1.	3.	1.	6.	1.	1.	0.	1.	1.	1.	2.	7.	5.	3.	0.	1.	2.	1.
10.	*	0.	1.	2.	2.	6.	2.	1.	0.	1.	1.	2.	3.	6.	4.	3.	0.	1.	2.	0.
15.	*	0.	0.	1.	3.	5.	3.	2.	0.	1.	1.	3.	4.	5.	3.	3.	0.	1.	2.	0.
20.	*	0.	0.	0.	4.	4.	3.	2.	1.	1.	2.	3.	3.	4.	3.	2.	0.	1.	2.	0.
25.	*	0.	0.	0.	5.	4.	3.	2.	1.	1.	2.	3.	3.	4.	3.	2.	0.	1.	2.	0.
30.	*	0.	0.	0.	5.	3.	2.	2.	1.	2.	2.	2.	3.	4.	3.	2.	0.	0.	2.	0.
35.	*	0.	0.	0.	4.	3.	2.	2.	1.	2.	2.	2.	2.	4.	2.	2.	0.	0.	2.	0.
40.	*	0.	0.	0.	4.	3.	2.	1.	1.	2.	2.	2.	2.	4.	2.	2.	0.	0.	2.	0.
45.	*	0.	0.	0.	3.	3.	2.	1.	1.	2.	2.	2.	2.	4.	2.	1.	0.	0.	2.	0.
50.	*	0.	0.	0.	3.	3.	2.	1.	1.	2.	2.	2.	2.	4.	2.	1.	0.	0.	1.	0.
55.	*	0.	0.	0.	3.	3.	2.	1.	1.	2.	2.	2.	2.	4.	2.	1.	0.	0.	1.	0.
60.	*	0.	0.	0.	3.	3.	2.	1.	1.	2.	2.	2.	3.	3.	2.	1.	0.	0.	1.	0.
65.	*	0.	0.	0.	2.	3.	2.	2.	1.	2.	2.	2.	2.	3.	2.	1.	0.	0.	1.	0.

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

PAGE 4

JOB: PM25 2005 PM Existing Stapleton RUN: Hanna & Bay ST Intersection

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 WIND   * CONCENTRATION
 ANGLE  *       (ug/m**3)
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 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16 REC17 REC18 REC19

------*-------------------------------------------------------------------------------
-------------------------------------
 210.  *    3.    4.    3.    0.    1.    1.    1.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.
 215.  *    3.    4.    3.    0.    1.    1.    1.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.
 220.  *    3.    4.    3.    0.    1.    1.    1.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.
 225.  *    3.    4.    3.    0.    1.    1.    1.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.
 230.  *    4.    4.    3.    0.    1.    1.    1.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.
 235.  *    4.    4.    3.    0.    1.    1.    1.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.
 240.  *    4.    4.    3.    0.    1.    1.    1.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    2.
 245.  *    4.    4.    3.    0.    1.    1.    1.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    2.
 250.  *    4.    4.    3.    0.    1.    1.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    3.
 255.  *    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    3.
 260.  *    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.    1.    1.
1.    0.    0.    1.    2.    4.    3.
 265.  *    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.    1.    1.
1.    0.    0.    1.    2.    4.    3.
 270.  *    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.    1.    1.
1.    0.    0.    2.    3.    4.    3.
 275.  *    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.    1.    1.
1.    0.    0.    2.    3.    4.    3.
 280.  *    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.    1.    1.
1.    0.    0.    2.    3.    4.    3.
 285.  *    2.    3.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    0.    0.    2.    3.    4.    3.
 290.  *    2.    3.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    0.    0.    2.    3.    4.    3.
 295.  *    2.    3.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    0.    0.    2.    4.    5.    3.
 300.  *    1.    3.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    0.    0.    2.    4.    5.    3.
 305.  *    1.    4.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    0.    0.    2.    4.    5.    2.
 310.  *    1.    4.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    0.    0.    3.    4.    5.    2.
 315.  *    1.    4.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    0.    0.    3.    4.    5.    2.
 320.  *    1.    4.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    0.    0.    3.    4.    5.    2.
 325.  *    2.    4.    3.    0.    0.    0.    0.    0.    0.    1.    1.    1.
2.    1.    0.    3.    4.    4.    2.
 330.  *    2.    4.    3.    0.    1.    0.    0.    0.    0.    1.    1.    1.
2.    1.    0.    3.    4.    4.    2.
 335.  *    2.    3.    3.    0.    1.    0.    0.    0.    0.    1.    1.    1.
3.    1.    0.    3.    3.    4.    2.
 340.  *    2.    3.    3.    1.    1.    0.    0.    0.    0.    1.    1.    1.
4.    2.    0.    3.    3.    3.    2.
 345.  *    1.    3.    3.    0.    2.    0.    0.    0.    0.    1.    1.    1.
6.    3.    1.    2.    3.    3.    2.
 350.  *    1.    3.    4.    0.    3.    0.    0.    0.    0.    1.    1.    1.
6.    4.    1.    2.    2.    4.    1.
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 355.  *    1.    2.    4.    1.    5.    0.    0.    0.    1.    1.    1.    1.
7.    5.    2.    1.    2.    3.    1.
 360.  *    0.    2.    3.    1.    6.    1.    0.    0.    1.    1.    1.    2.
7.    5.    2.    1.    2.    2.    1.

------*-------------------------------------------------------------------------------
-----------------------------------
 MAX   *    4.    6.    5.    5.    6.    3.    2.    2.    2.    2.    3.    4.
7.    5.    3.    3.    4.    5.    3.
 DEGR. *  240   170   175   140     5    20    25    75    65    30    15    15
0     0    10   325   320   315   265
```

THE HIGHEST CONCENTRATION OF 7. ug/m**3 OCCURRED AT RECEPTOR REC13.

```
                                                Sta_Han
'PM25 2005 PM Existing Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1       '       1133    3803    6
'REC    H2       '       1059    3786    6
'REC    H3       '       1023    3868    6
'REC    H4       '       926     3899    6
'REC    H5       '       978     3762    6
'REC    H6       '       899     3738    6
'REC    H7       '       857     3729    6
'REC    H8       '       716     3681    6
'REC    H9       '       711     3624    6
'REC    H10      '       788     3645    6
'REC    H11      '       873     3673    6
'REC    H12      '       916     3685    6
'REC    H13      '       1007    3720    6
'REC    H14      '       1025    3634    6
'REC    H15      '       955     3608    6
'REC    H16      '       1135    3620    6
'REC    H17      '       1099    3714    6
'REC    H18      '       1085    3750    6
'REC    H19      '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'P'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 412. 0.049 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 412. 0.049 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 521. 0.049 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 521 0.077 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 691. 0.049 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 690. 0.049 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 690 0.077 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 693. 0.049 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1074. 0.049 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1074 0.077 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 858. 0.049 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1016. 0.049 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1016 0.077 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 652. 0.049 0. 40.
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1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 628. 0.049 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 628. 0.049 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 308. 0.049 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 308 0.077 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 284. 0.049 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 284. 0.049 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 71. 0.049 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 71. 0.049 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 71 0.077 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 291. 0.049 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 179. 0.049 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 179. 0.049 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 179 0.077 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 0.049 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 24. 0.049 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 24 0.077 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 413. 0.049 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 413. 0.049 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
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JOB: PM25 2005 PM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 12/ 8/ 5
TIME : 14: 5:51

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	248.	.0	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	248.	.0	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	248.	.0	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1760.7	949.0	*	19.	133.	AG	0.	100.0	.0	30.0	.08	1.0
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	80.	.0	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	129.	.0	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1604.8	1116.9	*	18.	136.	AG	0.	100.0	.0	30.0	.08	.9
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	129.	.0	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	129.	.0	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	129.	.0	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	567.	.0	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	537.	.0	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1742.2	904.4	*	41.	147.	AG	0.	100.0	.0	30.0	.18	2.1
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	500.	.0	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1502.9	1305.9	*	38.	150.	AG	0.	100.0	.0	30.0	.17	1.9
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	456.	.0	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	456.	.0	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	563.	.0	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

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145. AG    569.     .0     .0 32.0
     20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1420.0    1393.5 *      43.
325. AG      0. 100.0    .0 30.0  .19   2.2
     21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    471.     .0     .0 32.0
     22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1643.7     995.6 *      36.
331. AG      0. 100.0    .0 30.0  .16   1.8
     23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    598.     .0     .0 32.0
     24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    598.     .0     .0 32.0
     25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    175.     .0     .0 32.0
     26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    132.     .0     .0 32.0
     27. L19Q VANDERBILT AVE *   1459.0    1322.0    1443.5    1311.5 *      19.
236. AG      0. 100.0    .0 30.0  .09   1.0
     28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    299.     .0     .0 32.0
```


JOB: PM25 2005 PM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 12/ 8/ 5
TIME : 14: 5:51

```
     4. L3Q EDGEWATER ST NB *     120       42       2.0       248       1600
.08      1        3
     7. L4Q EDGEWATER ST SB *     120       78       2.0       129       1600
.08      1        3
    13. L8Q BAY ST NB 3-2   *     120       42       2.0       537       1600
.08      1        3
    15. L9Q BAY ST NB 5-4T  *     120       42       2.0       500       1600
.08      1        3
    20. L13Q BAY ST SB 3-2  *     120       42       2.0       569       1600
.08      1        3
    22. L14Q BAY ST SB 1T-3 *     120       42       2.0       471       1600
.08      1        3
    27. L19Q VANDERBILT AVE *     120       78       2.0       132       1600
.08      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC Va1	1235.0	1630.0	6.0
2. REC Va2	1330.0	1496.0	6.0
3. REC Va3	1429.0	1355.0	6.0
4. REC Va4	1259.0	1234.0	6.0
5. REC Va5	1057.0	1096.0	6.0
6. REC Va6	867.0	977.0	6.0
7. REC Va7	904.0	917.0	6.0
8. REC Va8	1093.0	1047.0	6.0
9. REC Va9	1292.0	1184.0	6.0
10. REC Va10	1395.0	1252.0	6.0
11. REC Va11	1463.0	1303.0	6.0
12. REC Va12	1510.0	1239.0	6.0
13. REC Va13	1534.0	1171.0	6.0
14. REC Va14	1579.0	1205.0	6.0
15. REC Va15	1493.0	1344.0	6.0
16. REC Va16	1542.0	1372.0	6.0

17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: PM25 2005 PM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	*	3.	2.	3.	1.	0.	0.	1.	1.	1.	2.	3.	2.	3.	0.	0.	0.	0.	0.	0.	0.
5.	*	3.	2.	3.	1.	1.	0.	1.	1.	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.
10.	*	2.	2.	3.	1.	1.	0.	1.	1.	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.
15.	*	2.	2.	3.	1.	1.	0.	1.	1.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.
20.	*	2.	2.	3.	1.	1.	0.	1.	1.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.
25.	*	2.	2.	3.	1.	1.	0.	1.	1.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.
30.	*	2.	2.	3.	1.	0.	0.	1.	1.	2.	2.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.
35.	*	2.	2.	3.	1.	1.	0.	1.	1.	2.	2.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
40.	*	2.	2.	3.	1.	1.	0.	1.	1.	2.	2.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
45.	*	2.	2.	3.	1.	1.	0.	1.	1.	2.	2.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
50.	*	2.	2.	3.	1.	1.	1.	1.	1.	1.	1.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
55.	*	2.	2.	3.	2.	2.	1.	1.	1.	1.	1.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
60.	*	2.	2.	3.	2.	2.	2.	1.	1.	1.	1.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
65.	*	2.	2.	3.	2.	2.	1.	0.	1.	1.	1.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
70.	*	2.	2.	3.	2.	2.	2.	0.	0.	0.	1.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
75.	*	2.	2.	2.	2.	2.	2.	0.	0.	0.	1.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
80.	*	2.	2.	3.	2.	2.	1.	0.	0.	0.	1.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
85.	*	2.	2.	2.	2.	2.	1.	0.	0.	0.	1.	2.	1.	2.	0.	0.	0.	0.	0.	0.	0.
90.	*	2.	2.	3.	1.	1.	1.	0.	0.	1.	1.	2.	2.								

```
2.    0.    0.    0.    0.    0.    0.    0.
  95.  *    2.    2.    3.    2.    1.    1.    0.    1.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 100.  *    2.    2.    3.    2.    1.    1.    1.    1.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 105.  *    2.    2.    3.    2.    1.    1.    1.    0.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 110.  *    2.    2.    3.    1.    1.    1.    0.    1.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 115.  *    3.    3.    3.    2.    1.    1.    0.    1.    1.    1.    2.    2.
3.    0.    1.    0.    0.    0.    0.    0.
 120.  *    3.    3.    4.    2.    1.    1.    0.    1.    1.    1.    2.    2.
3.    0.    1.    0.    0.    0.    0.    0.
 125.  *    3.    3.    4.    2.    1.    1.    0.    1.    1.    1.    3.    3.
3.    0.    1.    0.    0.    0.    0.    0.
 130.  *    4.    4.    4.    2.    1.    1.    0.    0.    1.    2.    3.    3.
4.    0.    1.    0.    0.    0.    0.    0.
 135.  *    4.    4.    5.    2.    1.    1.    0.    0.    1.    2.    4.    4.
4.    1.    2.    0.    0.    0.    1.    1.
 140.  *    5.    5.    5.    2.    1.    1.    0.    0.    1.    2.    5.    5.
5.    2.    3.    0.    0.    0.    2.    2.
 145.  *    4.    4.    5.    1.    1.    1.    0.    0.    0.    1.    5.    5.
5.    3.    4.    1.    1.    0.    3.    3.
 150.  *    3.    3.    5.    1.    1.    1.    0.    0.    0.    1.    4.    5.
4.    4.    5.    1.    1.    1.    4.    4.
 155.  *    2.    2.    4.    1.    1.    1.    0.    0.    0.    0.    3.    4.
3.    4.    5.    2.    1.    1.    4.    4.
 160.  *    1.    1.    3.    1.    1.    0.    0.    0.    0.    0.    2.    3.
2.    4.    5.    2.    1.    1.    4.    4.
 165.  *    0.    1.    2.    1.    1.    0.    0.    0.    0.    0.    1.    2.
1.    4.    5.    2.    1.    1.    4.    3.
 170.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    1.    2.
1.    3.    4.    2.    1.    1.    3.    3.
 175.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    1.    1.
1.    3.    4.    1.    1.    1.    3.    3.
 180.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    3.    4.    1.    1.    1.    3.    3.
 185.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    3.    3.
 190.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    3.    2.
 195.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    3.    2.
 200.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    3.    2.
 205.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    3.    2.
```


JOB: PM25 2005 PM Existing Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    2.    1.    1.    1.    3.    2.
 215.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    3.    2.
```

```
 220.  *    0.    0.    1.    2.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    3.    2.
 225.  *    0.    0.    2.    2.    1.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    2.    1.    2.    3.    2.
 230.  *    0.    0.    1.    2.    1.    0.    0.    0.    0.    0.    1.    1.
0.    2.    3.    2.    2.    2.    3.    2.
 235.  *    0.    0.    1.    1.    1.    0.    0.    0.    1.    1.    1.    1.
0.    2.    4.    2.    2.    1.    2.    2.
 240.  *    0.    0.    1.    1.    1.    0.    0.    1.    1.    1.    1.    1.
0.    2.    4.    2.    2.    1.    2.    2.
 245.  *    0.    0.    0.    1.    1.    0.    0.    1.    1.    1.    1.    1.
0.    2.    4.    2.    2.    1.    2.    2.
 250.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    2.    3.    2.    1.    1.    2.    2.
 255.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.
0.    2.    3.    2.    1.    1.    2.    2.
 260.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 265.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 270.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 275.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 280.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 285.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.
1.    2.    3.    1.    1.    1.    2.    2.
 290.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.
1.    2.    3.    1.    1.    1.    2.    2.
 295.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.
1.    2.    3.    1.    1.    1.    2.    2.
 300.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    2.    1.
1.    3.    3.    1.    1.    1.    3.    3.
 305.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.
1.    3.    4.    1.    1.    1.    3.    3.
 310.  *    0.    1.    1.    0.    0.    0.    0.    1.    1.    1.    3.    2.
1.    3.    4.    1.    1.    1.    3.    3.
 315.  *    0.    1.    2.    0.    0.    0.    0.    1.    1.    1.    3.    3.
1.    4.    4.    1.    1.    1.    3.    3.
 320.  *    1.    2.    3.    0.    0.    0.    0.    1.    1.    1.    4.    3.
2.    4.    4.    1.    1.    1.    3.    3.
 325.  *    1.    3.    4.    0.    0.    0.    0.    1.    1.    1.    6.    4.
3.    4.    4.    1.    0.    0.    3.    3.
 330.  *    2.    4.    5.    0.    0.    0.    1.    1.    1.    1.    6.    5.
4.    3.    3.    1.    0.    0.    2.    2.
 335.  *    3.    4.    5.    0.    0.    0.    1.    1.    1.    2.    6.    5.
4.    2.    2.    0.    0.    0.    1.    1.
 340.  *    3.    4.    5.    0.    0.    0.    1.    1.    1.    2.    6.    4.
4.    1.    1.    0.    0.    0.    1.    1.
 345.  *    4.    4.    4.    1.    0.    0.    1.    1.    1.    2.    5.    4.
4.    0.    1.    0.    0.    0.    0.    0.
 350.  *    4.    3.    4.    1.    0.    0.    1.    1.    1.    2.    4.    3.
3.    0.    0.    0.    0.    0.    0.    0.
 355.  *    3.    3.    4.    1.    0.    0.    1.    1.    1.    2.    3.    3.
3.    0.    0.    0.    0.    0.    0.    0.
 360.  *    3.    2.    3.    1.    0.    0.    1.    1.    1.    2.    3.    2.
3.    0.    0.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    5.    5.    5.    2.    2.    2.    1.    1.    2.    2.    6.    5.
5.    4.    5.    2.    2.    2.    4.    4.
```

```
 DEGR. *  140   140   145    65    60    60    45    40    30     0   335   145
140   155   150   240   245   230   155   155

 THE HIGHEST CONCENTRATION OF      6. ug/m**3 OCCURRED AT RECEPTOR REC11.
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```
                                                Sta_Van
'PM25 2005 PM Existing Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1      '       1235    1630    6
'REC    Va2      '       1330    1496    6
'REC    Va3      '       1429    1355    6
'REC    Va4      '       1259    1234    6
'REC    Va5      '       1057    1096    6
'REC    Va6      '       867     977     6
'REC    Va7      '       904     917     6
'REC    Va8      '       1093    1047    6
'REC    Va9      '       1292    1184    6
'REC    Va10     '       1395    1252    6
'REC    Va11     '       1463    1303    6
'REC    Va12     '       1510    1239    6
'REC    Va13     '       1534    1171    6
'REC    Va14     '       1579    1205    6
'REC    Va15     '       1493    1344    6
'REC    Va16     '       1542    1372    6
'REC    Va17     '       1571    1396    6
'REC    Va18     '       1546    1460    6
'REC    Va19     '       1450    1416    6
'REC    Va20     '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'P'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 248. 0.049 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 248. 0.049 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 248. 0.049 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 248 0.077 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 80. 0.049 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 129. 0.049 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 129 0.077 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 129. 0.049 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 129. 0.049 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 129. 0.049 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 567. 0.049 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 537. 0.049 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 537 0.077 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 500. 0.049 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 500 0.077 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 456. 0.049 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 456. 0.049 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 563. 0.049 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 569. 0.049 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 569 0.077 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 471. 0.049 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 471 0.077 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 598. 0.049 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 598. 0.049 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 175. 0.049 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 132. 0.049 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 132 0.077 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 299. 0.049 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: PM25 2005 PM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 12/ 6/ 5
TIME : 14:41:22

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .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.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	412.	.0	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	412.	.0	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	521.	.0	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1074.8	3686.7	*	60.	164.	AG	0.	100.0	.0	20.0	.26	3.0
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	691.	.0	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	690.	.0	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	1002.0	3998.8	*	79.	193.	AG	0.	100.0	.0	20.0	.35	4.0
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	693.	.0	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1074.	.0	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1024.9	4201.9	*	123.	9.	AG	0.	100.0	.0	20.0	.54	6.3
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	858.	.0	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1016.	.0	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	970.2	3857.3	*	117.	337.	AG	0.	100.0	.0	20.0	.52	5.9
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	652.	.0	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	628.	.0	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	628.	.0	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	308.	.0	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1158.4	3803.0	*	131.	70.	AG	0.	100.0	.0	12.0	.61	6.7
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    284.    .0    .0 32.0
      20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    284.    .0    .0 32.0
      21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     71.    .0    .0 32.0
      22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     71.    .0    .0 32.0
      23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1007.4    3738.2 *      30.
251. AG      0. 100.0    .0 12.0  .14   1.5
      24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    291.    .0    .0 32.0
      25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    179.    .0    .0 40.0
      26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    179.    .0    .0 40.0
      27. L17Q VICTORY BLVD EB*    988.0    4068.0     950.3    4072.1 *      38.
276. AG      0. 100.0    .0 20.0  .18   1.9
      28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.    .0    .0 40.0
      29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     24.    .0    .0 40.0
      30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.1    4091.7 *       5.
82. AG      0. 100.0    .0 20.0  .02    .3
      31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    413.    .0    .0 40.0
      32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    413.    .0    .0 40.0
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JOB: PM25 2005 PM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 12/ 6/ 5
TIME : 14:41:22

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       4. L3Q BAY ST NB UP 3-4*     120       42       2.0       521       1600
 .08       1        3
       7. L5Q BAY ST NB UP 5-6*     120       42       2.0       690       1600
 .08       1        3
      10. L7Q BAY ST SB UP 1-2*     120       42       2.0      1074       1600
 .08       1        3
      13. L9Q BAY ST SB UP 3-4*     120       42       2.0      1016       1600
 .08       1        3
      18. L13Q HANNAH ST 1-2 W*     120       78       2.0       308       1600
 .08       1        3
      23. L14aQ HANNAH ST 2-3 *     120       78       2.0        71       1600
 .08       1        3
      27. L17Q VICTORY BLVD EB*     120       78       2.0       179       1600
 .08       1        3
      30. L19Q VICTORY BLVD WB*     120       78       2.0        24       1600
 .08       1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0

7.	REC	V7	*	1040.0	4396.0	6.0	*
8.	REC	V8	*	966.0	4116.0	6.0	*
9.	REC	V9	*	888.0	4115.0	6.0	*
10.	REC	V10	*	839.0	4137.0	6.0	*
11.	REC	V11	*	1025.0	4034.0	6.0	*
12.	REC	V12	*	891.0	3999.0	6.0	*
13.	REC	V13	*	956.0	4055.0	6.0	*
14.	REC	V14	*	1133.0	4039.0	6.0	*
15.	REC	V15	*	1217.0	4050.0	6.0	*
16.	REC	V16	*	1337.0	4064.0	6.0	*

JOB: PM25 2005 PM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	*	0.	0.	6.	3.	0.	1.	0.	0.	0.	0.	7.	1.	2.	0.	0.	0.
5.	*	0.	0.	5.	3.	0.	2.	0.	1.	0.	0.	7.	1.	2.	0.	0.	0.
10.	*	0.	0.	4.	3.	0.	3.	0.	1.	0.	0.	6.	1.	3.	0.	0.	0.
15.	*	0.	0.	3.	2.	0.	4.	0.	2.	0.	0.	4.	1.	4.	0.	0.	0.
20.	*	0.	0.	2.	2.	0.	4.	0.	2.	0.	0.	3.	2.	5.	0.	0.	0.
25.	*	0.	0.	2.	1.	0.	5.	0.	3.	1.	0.	2.	2.	5.	0.	0.	0.
30.	*	0.	0.	1.	1.	0.	5.	0.	3.	1.	0.	1.	3.	5.	0.	0.	0.
35.	*	0.	0.	1.	1.	0.	4.	0.	3.	1.	0.	1.	3.	5.	0.	0.	0.
40.	*	0.	0.	1.	0.	0.	4.	0.	3.	2.	1.	1.	3.	5.	0.	0.	0.
45.	*	0.	0.	0.	0.	0.	4.	0.	3.	2.	1.	0.	3.	5.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	4.	1.	3.	2.	1.	0.	3.	5.	0.	0.	0.
55.	*	0.	0.	0.	0.	0.	4.	1.	3.	2.	1.	0.	2.	5.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	3.	1.	3.	2.	1.	0.	2.	5.	0.	0.	0.
65.	*	0.	0.	0.	0.	0.	3.	1.	3.	2.	1.	0.	2.	4.	0.	0.	0.
70.	*	0.	0.	0.	0.	0.	3.	1.	3.	2.	1.	0.	2.	4.	0.	0.	0.
75.	*	0.	0.	0.	0.	0.	3.	1.	3.	2.	1.	0.	2.				

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

PAGE 4

JOB: PM25 2005 PM Existing Stapleton RUN: Victory BLvd & Bay ST Intersection

```
 WIND  * CONCENTRATION
 ANGLE *       (ug/m**3)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16
```

```
------*-----------------------------------------------------------------------------------------
-------------------
 210.  *    1.    1.    7.    6.    5.    1.    1.    1.    1.    1.    5.    0.
0.    1.    1.    0.
 215.  *    1.    1.    7.    5.    4.    1.    1.    1.    1.    1.    5.    0.
0.    1.    1.    1.
 220.  *    1.    1.    6.    5.    4.    1.    1.    1.    1.    1.    5.    0.
0.    1.    1.    1.
 225.  *    1.    1.    6.    5.    3.    1.    1.    1.    1.    1.    5.    0.
0.    1.    1.    1.
 230.  *    1.    1.    6.    4.    3.    1.    1.    1.    1.    1.    4.    0.
0.    1.    1.    1.
 235.  *    1.    1.    5.    4.    3.    1.    1.    1.    1.    1.    4.    0.
0.    1.    1.    1.
 240.  *    1.    1.    5.    4.    3.    0.    0.    1.    1.    1.    4.    0.
0.    1.    1.    1.
 245.  *    1.    1.    5.    4.    2.    1.    0.    2.    1.    1.    4.    0.
0.    1.    1.    1.
 250.  *    1.    2.    5.    3.    2.    1.    0.    2.    1.    1.    4.    0.
0.    1.    1.    1.
 255.  *    1.    2.    4.    3.    2.    0.    0.    2.    1.    1.    3.    0.
0.    1.    1.    1.
 260.  *    1.    2.    4.    3.    1.    0.    0.    2.    2.    1.    3.    0.
0.    1.    1.    1.
 265.  *    1.    2.    4.    3.    1.    0.    0.    2.    2.    2.    3.    0.
0.    1.    1.    1.
 270.  *    1.    2.    4.    3.    1.    0.    0.    2.    2.    2.    3.    0.
0.    2.    2.    1.
 275.  *    1.    1.    4.    3.    0.    0.    0.    1.    2.    2.    3.    0.
1.    2.    2.    1.
 280.  *    1.    1.    4.    3.    0.    0.    0.    1.    2.    2.    4.    0.
1.    2.    2.    1.
 285.  *    1.    1.    3.    3.    0.    0.    0.    1.    2.    2.    4.    0.
1.    2.    2.    1.
 290.  *    1.    1.    3.    3.    0.    0.    0.    1.    1.    1.    5.    0.
2.    3.    1.    1.
 295.  *    1.    1.    3.    3.    0.    0.    0.    0.    1.    1.    5.    0.
2.    2.    1.    1.
 300.  *    1.    1.    3.    3.    0.    0.    0.    0.    1.    1.    5.    0.
2.    2.    1.    1.
 305.  *    1.    1.    3.    3.    0.    0.    0.    0.    1.    0.    5.    0.
2.    2.    1.    1.
 310.  *    1.    1.    4.    3.    0.    0.    0.    0.    0.    0.    5.    1.
2.    2.    1.    1.
 315.  *    0.    1.    4.    3.    0.    0.    0.    0.    0.    0.    4.    1.
1.    2.    1.    1.
 320.  *    0.    1.    4.    3.    0.    0.    0.    0.    0.    0.    5.    1.
1.    2.    1.    0.
 325.  *    0.    1.    4.    4.    0.    0.    0.    0.    0.    0.    5.    1.
1.    2.    1.    0.
 330.  *    0.    0.    5.    4.    0.    0.    0.    0.    0.    0.    5.    1.
1.    2.    1.    0.
 335.  *    0.    0.    5.    4.    0.    0.    0.    0.    0.    0.    5.    1.
1.    2.    1.    0.
 340.  *    0.    0.    5.    4.    0.    0.    0.    0.    0.    0.    6.    1.
1.    1.    0.    0.
 345.  *    0.    0.    6.    4.    0.    0.    0.    0.    0.    0.    6.    1.
2.    1.    0.    0.
 350.  *    0.    0.    6.    4.    0.    0.    0.    0.    0.    0.    7.    0.
2.    1.    0.    0.
 355.  *    0.    0.    6.    4.    0.    1.    0.    0.    0.    0.    7.    1.
2.    1.    0.    0.
 360.  *    0.    0.    6.    3.    0.    1.    0.    0.    0.    0.    7.    1.
```

```
2.    0.    0.    0.

------*-------------------------------------------------------------------------------
------------------
 MAX   *    1.    2.    7.    7.    6.    7.    8.    6.    4.    3.    7.    3.
5.    3.    2.    1.
 DEGR. *  260   260   200   200   200   175   180   165   155   150   355   150
35   290   280   270

 THE HIGHEST CONCENTRATION OF      8. ug/m**3 OCCURRED AT RECEPTOR REC7 .
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                                                Sta_Vic
'PM25 2005 PM Existing Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1      '       1328    4151    6
'REC    V2      '       1235    4141    6
'REC    V3      '       1041    4131    6
'REC    V4      '       1069    4277    6
'REC    V5      '       1094    4402    6
'REC    V6      '       1008    4231    6
'REC    V7      '       1040    4396    6
'REC    V8      '       966     4116    6
'REC    V9      '       888     4115    6
'REC    V10     '       839     4137    6
'REC    V11     '       1025    4034    6
'REC    V12     '       891     3999    6
'REC    V13     '       956     4055    6
'REC    V14     '       1133    4039    6
'REC    V15     '       1217    4050    6
'REC    V16     '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'P'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 412. 0.049 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 412. 0.049 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 521. 0.049 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 521 0.077 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 691. 0.049 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 690. 0.049 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 690 0.077 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 693. 0.049 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1074. 0.049 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1074 0.077 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 858. 0.049 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1016. 0.049 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1016 0.077 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 652. 0.049 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 628. 0.049 0. 40.
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1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 628. 0.049 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 308. 0.049 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 308 0.077 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 284. 0.049 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 284. 0.049 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 71. 0.049 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 71. 0.049 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 71 0.077 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 291. 0.049 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 179. 0.049 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 179. 0.049 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 179 0.077 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 0.049 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 24. 0.049 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 24 0.077 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 413. 0.049 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 413. 0.049 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

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0                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated
95221                          PAGE  1

      JOB: PM25 2015 PM No-Build Alt-A Stapleton                RUN: Greenfield Ave
& Bay ST Intersection

      DATE :  2/27/ 6
      TIME : 17:41:43

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

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 CM/S        VD =    .0 CM/S        Z0 = 108. CM
        U =  1.0 M/S          CLAS =   5  (E)      ATIM =  60. MINUTES      MIXH =
1000. M   AMB =    .0 ug/m**3

       LINK VARIABLES
       --------------
         LINK DESCRIPTION      *          LINK COORDINATES (FT)           *    LENGTH
BRG TYPE   VPH     EF       H   W    V/C QUEUE
                                *   X1         Y1         X2         Y2     *     (FT)
(DEG)            (G/MI)  (FT) (FT)        (VEH)

-------------------------*----------------------------------------*-----------------
----------------------------------------
      1. L1 EDGEWATER ST NB 1*   2485.0     342.0    2312.0     439.0 *     198.
299. AG    325.    .0    .0 32.0
      2. L2 EDGEWATER ST NB 2*   2312.0     439.0    2073.0     653.0 *     321.
312. AG    325.    .0    .0 32.0
      3. L3 EDGEWATER ST NB 3*   2073.0     653.0    1747.0     962.0 *     449.
313. AG    453.    .0    .0 32.0
      4. L3Q EDGEWATER ST NB *   1747.0     962.0    1772.2     938.1 *      35.
133. AG      0. 100.0    .0 30.0  .15   1.8
      5. L3a EDGEWATER ST NB *   1747.0     962.0    1613.0    1141.0 *     224.
323. AG    206.    .0    .0 32.0
      6. L4a EDGEWATER ST SB *   2064.0     647.0    1592.0    1130.0 *     675.
316. AG    151.    .0    .0 32.0
      7. L4Q EDGEWATER ST SB *   1592.0    1130.0    1606.9    1114.7 *      21.
136. AG      0. 100.0    .0 30.0  .10   1.1
      8. L4 EDGEWATER ST SB 4*   1735.0     949.0    2064.0     647.0 *     447.
133. AG    167.    .0    .0 32.0
      9. L5 EDGEWATER ST SB 5*   2064.0     647.0    2306.0     432.0 *     324.
132. AG    240.    .0    .0 32.0
     10. L6 EDGEWATER ST SB 6*   2306.0     432.0    2503.0     310.0 *     232.
122. AG    240.    .0    .0 32.0
     11. L7 BAY ST NB 1-2    *   2252.0      18.0    1867.0     710.0 *     792.
331. AG    706.    .0    .0 32.0
     12. L8 BAY ST NB 2-4T   *   1867.0     710.0    1682.0     992.0 *     337.
327. AG    618.    .0    .0 32.0
     13. L8Q BAY ST NB 3-2   *   1720.0     939.0    1745.6     899.2 *      47.
147. AG      0. 100.0    .0 30.0  .21   2.4
     14. L9 BAY ST NB 4T-5   *   1682.0     992.0    1484.0    1339.0 *     400.
330. AG    701.    .0    .0 32.0
     15. L9Q BAY ST NB 5-4T  *   1484.0    1339.0    1510.5    1292.5 *      54.
150. AG      0. 100.0    .0 30.0  .24   2.7
     16. L10 BAY ST NB 5-6   *   1484.0    1339.0    1264.0    1654.0 *     384.
325. AG    628.    .0    .0 32.0
     17. L11 BAY ST NB 6-7   *   1264.0    1654.0    1049.0    2127.0 *     520.
336. AG    628.    .0    .0 32.0
     18. L12 BAY ST SB 1-2   *   1030.0    2123.0    1244.0    1644.0 *     525.
156. AG    676.    .0    .0 32.0
     19. L13 BAY ST SB 2-3   *   1244.0    1644.0    1445.0    1358.0 *     350.
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145. AG    676.     .0     .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1415.3    1400.3 *      52.
325. AG      0. 100.0     .0 30.0  .23   2.6
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    560.     .0     .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.5    1001.5 *      43.
331. AG      0. 100.0     .0 30.0  .19   2.2
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    705.     .0     .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    753.     .0     .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    177.     .0     .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    165.     .0     .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1439.6    1308.8 *      23.
236. AG      0. 100.0     .0 30.0  .11   1.2
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    362.     .0     .0 32.0
```



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      JOB: PM25 2015 PM No-Build Alt-A Stapleton                RUN: Greenfield Ave
& Bay ST Intersection

      DATE :  2/27/ 6
      TIME : 17:41:43

       4. L3Q EDGEWATER ST NB *     120       42       2.0       453       1600
  .04      1        3
       7. L4Q EDGEWATER ST SB *     120       78       2.0       151       1600
  .04      1        3
      13. L8Q BAY ST NB 3-2   *     120       42       2.0       618       1600
  .04      1        3
      15. L9Q BAY ST NB 5-4T  *     120       42       2.0       701       1600
  .04      1        3
      20. L13Q BAY ST SB 3-2  *     120       42       2.0       676       1600
  .04      1        3
      22. L14Q BAY ST SB 1T-3 *     120       42       2.0       560       1600
  .04      1        3
      27. L19Q VANDERBILT AVE *     120       78       2.0       165       1600
  .04      1        3

       RECEPTOR LOCATIONS
       ------------------
                                 *          COORDINATES (FT)          *
         RECEPTOR                *      X          Y          Z       *
     ----------------------------*-----------------------------------*
       1. REC    G1                *     1570.0     1110.0       6.0   *
       2. REC    G2                *     1624.0      966.0       6.0   *
       3. REC    G3                *     1463.0      787.0       6.0   *
       4. REC    G4                *     1175.0      485.0       6.0   *
       5. REC    G5                *     1199.0      437.0       6.0   *
       6. REC    G6                *     1478.0      738.0       6.0   *
       7. REC    G7                *     1665.0      932.0       6.0   *
       8. REC    G8                *     1728.0      842.0       6.0   *
       9. REC    G9                *     1814.0      728.0       6.0   *
      10. REC    G10               *     1946.0      606.0       6.0   *
      11. REC    G11               *     1889.0      716.0       6.0   *
      12. REC    G12               *     1931.0      760.0       6.0   *
      13. REC    G13               *     2036.0      658.0       6.0   *
      14. REC    G14               *     2065.0      687.0       6.0   *
      15. REC    G15               *     1922.0      819.0       6.0   *
      16. REC    G16               *     1744.0      925.0       6.0   *
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17.	REC	G17	*	1814.0	841.0	6.0	*
18.	REC	G18	*	1717.0	1010.0	6.0	*
19.	REC	G19	*	1691.0	1039.0	6.0	*
20.	REC	G20	*	1577.0	1215.0	6.0	*

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

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.	*	1.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
5.	*	1.	1.	0.	0.	0.	0.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
10.	*	1.	1.	0.	0.	0.	0.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
15.	*	1.	1.	0.	0.	0.	0.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
20.	*	1.	1.	0.	0.	0.	0.	1.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
25.	*	1.	1.	0.	0.	0.	0.	1.	2.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
30.	*	1.	1.	0.	0.	0.	0.	1.	2.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
35.	*	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
40.	*	1.	1.	1.	0.	0.	1.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
45.	*	1.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
50.	*	1.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
55.	*	2.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
60.	*	2.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
65.	*	2.	1.	1.	1.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
70.	*	2.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
75.	*	2.	1.	1.	0.	0.	0.	1.	1.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
80.	*	1.	1.	1.	0.	0.	0.	2.	1.	1.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
85.	*	2.	2.	1.	0.	0.	0.	2.	1.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.
90.	*	2.	1.	1.	0.	0.	0.	2.	2.	2.	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.

```
1.    0.    0.    1.    1.    0.    0.    0.
  95.  *    1.    1.    1.    0.    0.    1.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 100.  *    1.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 105.  *    1.    2.    0.    0.    0.    0.    2.    2.    2.    0.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 110.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    1.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 115.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 120.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    1.    1.    0.
 125.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    1.    1.    1.    1.    1.    0.
 130.  *    2.    2.    1.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    1.    1.    1.    1.    1.    1.    0.
 135.  *    3.    2.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    1.    1.    2.    1.    2.    1.    0.
 140.  *    3.    2.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    1.    1.    2.    1.    2.    2.    1.
 145.  *    3.    1.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.
0.    1.    1.    2.    1.    2.    2.    1.
 150.  *    2.    1.    0.    0.    0.    0.    1.    1.    2.    1.    1.    0.
0.    1.    1.    2.    1.    2.    2.    2.
 155.  *    2.    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.    1.
0.    1.    1.    3.    2.    2.    2.    2.
 160.  *    1.    0.    0.    0.    0.    0.    0.    0.    1.    2.    2.    1.
0.    1.    2.    3.    2.    2.    2.    2.
 165.  *    1.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    2.    2.    2.    2.    2.    2.
 170.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    2.    2.    1.    2.    2.    2.
 175.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    1.
1.    1.    2.    2.    1.    1.    2.    2.
 180.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 185.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 190.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 195.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 200.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    1.    1.    1.    1.
 205.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
```


JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Greenfield Ave & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    1.    1.    1.    1.    1.
 215.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    1.    1.    1.    1.    1.
```

```
 220.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    1.    1.    1.    1.    1.
 225.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    1.    1.    1.    1.    1.
 230.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 235.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 240.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 245.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 250.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 255.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    0.
0.    1.    1.    2.    1.    1.    1.    1.
 260.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 265.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 270.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 275.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
0.    1.    1.    2.    1.    1.    1.    1.
 280.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    2.    2.    1.    1.    1.    1.
 285.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    2.    2.    2.    1.    1.    1.    1.
 290.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    1.    2.    2.    1.    1.    1.    1.
 295.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.
1.    2.    2.    2.    1.    1.    1.    1.
 300.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    1.    1.
1.    2.    2.    2.    1.    2.    2.    1.
 305.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    1.    1.
1.    2.    2.    2.    1.    2.    2.    2.
 310.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    2.    2.    2.
2.    1.    2.    2.    2.    2.    2.    2.
 315.  *    1.    0.    0.    0.    0.    0.    1.    0.    1.    2.    2.    2.
2.    1.    2.    2.    2.    2.    2.    2.
 320.  *    1.    0.    0.    0.    0.    0.    1.    1.    1.    2.    2.    2.
2.    1.    1.    3.    2.    2.    2.    2.
 325.  *    2.    1.    0.    0.    0.    0.    2.    2.    2.    2.    2.    2.
2.    0.    1.    3.    2.    2.    2.    2.
 330.  *    2.    1.    0.    0.    0.    0.    2.    2.    3.    2.    2.    2.
1.    0.    0.    2.    2.    1.    2.    2.
 335.  *    2.    1.    0.    0.    0.    0.    2.    3.    3.    1.    1.    1.
1.    0.    0.    2.    1.    1.    1.    1.
 340.  *    2.    1.    0.    0.    0.    0.    2.    3.    3.    1.    1.    1.
1.    0.    0.    1.    1.    0.    1.    0.
 345.  *    2.    1.    1.    0.    0.    1.    3.    2.    2.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 350.  *    2.    1.    0.    0.    0.    1.    2.    2.    2.    1.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 355.  *    2.    1.    0.    0.    0.    0.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.
 360.  *    1.    1.    0.    0.    0.    1.    2.    2.    2.    0.    0.    1.
1.    0.    0.    1.    1.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX  *    3.    2.    1.    1.    0.    1.    3.    3.    3.    2.    2.    2.
2.    2.    2.    3.    2.    2.    2.    2.
```

```
 DEGR. *  140   130    45    50    10     0   345   335   335   325   325   320
320   305   300   320   320   150   155   160

 THE HIGHEST CONCENTRATION OF      3. ug/m**3 OCCURRED AT RECEPTOR REC1 .
```

```
                                        Sta_Gre
'PM25 2015 PM No-Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    G1       '       1570    1110    6
'REC    G2       '       1624    966     6
'REC    G3       '       1463    787     6
'REC    G4       '       1175    485     6
'REC    G5       '       1199    437     6
'REC    G6       '       1478    738     6
'REC    G7       '       1665    932     6
'REC    G8       '       1728    842     6
'REC    G9       '       1814    728     6
'REC    G10      '       1946    606     6
'REC    G11      '       1889    716     6
'REC    G12      '       1931    760     6
'REC    G13      '       2036    658     6
'REC    G14      '       2065    687     6
'REC    G15      '       1922    819     6
'REC    G16      '       1744    925     6
'REC    G17      '       1814    841     6
'REC    G18      '       1717    1010    6
'REC    G19      '       1691    1039    6
'REC    G20      '       1577    1215    6
'Greenfield Ave & Bay ST Intersection'    28  1  0  'P'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 325. 0.022 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 325. 0.022 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 453. 0.022 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 453 0.044 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 206. 0.022 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 151. 0.022 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 151 0.044 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 167. 0.022 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 240. 0.022 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 240. 0.022 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 706. 0.022 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 618. 0.022 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 618 0.044 1600 1 3
1
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                                        Sta_Gre
'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 701. 0.022 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 701 0.044 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 628. 0.022 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 628. 0.022 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 676. 0.022 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 676. 0.022 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 676 0.044 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 560. 0.022 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 560 0.044 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 705. 0.022 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 753. 0.022 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 177. 0.022 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 165. 0.022 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 165 0.044 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 362. 0.022 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/27/ 6
TIME : 17:36:48

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)	(VEH)	
1.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	538.	.0	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	538.	.0	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	653.	.0	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1079.0	3672.1	*	75.	164.	AG	0.	100.0	.0	20.0	.33	3.8
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	914.	.0	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	908.	.0	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	996.3	3974.5	*	104.	193.	AG	0.	100.0	.0	20.0	.46	5.3
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	907.	.0	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1254.	.0	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1028.1	4222.3	*	144.	9.	AG	0.	100.0	.0	20.0	.64	7.3
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	995.	.0	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1197.	.0	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	962.1	3876.3	*	137.	337.	AG	0.	100.0	.0	20.0	.61	7.0
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	770.	.0	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	745.	.0	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	745.	.0	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	420.	.0	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1217.0	3824.4	*	194.	70.	AG	0.	100.0	.0	12.0	.83	9.8
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    314.     .0     .0 32.0
     20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    314.     .0     .0 32.0
     21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     78.     .0     .0 32.0
     22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     78.     .0     .0 32.0
     23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1004.5    3737.2 *      33.
251. AG      0. 100.0     .0 12.0  .15   1.7
     24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    358.     .0     .0 32.0
     25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    216.     .0     .0 40.0
     26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    216.     .0     .0 40.0
     27. L17Q VICTORY BLVD EB*    988.0    4068.0     942.2    4073.0 *      46.
276. AG      0. 100.0     .0 20.0  .21   2.3
     28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.     .0     .0 40.0
     29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     26.     .0     .0 40.0
     30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.5    4091.7 *       6.
82. AG      0. 100.0     .0 20.0  .03    .3
     31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    495.     .0     .0 40.0
     32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    495.     .0     .0 40.0
0
```

PAGE 2

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

DATE : 2/27/ 6
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```
      4. L3Q BAY ST NB UP 3-4*     120       42       2.0       653       1600
 .04      1        3
      7. L5Q BAY ST NB UP 5-6*     120       42       2.0       908       1600
 .04      1        3
     10. L7Q BAY ST SB UP 1-2*     120       42       2.0      1254       1600
 .04      1        3
     13. L9Q BAY ST SB UP 3-4*     120       42       2.0      1197       1600
 .04      1        3
     18. L13Q HANNAH ST 1-2 W*     120       78       2.0       420       1600
 .04      1        3
     23. L14aQ HANNAH ST 2-3 *     120       78       2.0        78       1600
 .04      1        3
     27. L17Q VICTORY BLVD EB*     120       78       2.0       216       1600
 .04      1        3
     30. L19Q VICTORY BLVD WB*     120       78       2.0        26       1600
 .04      1        3
```

RECEPTOR LOCATIONS

```
                              *          COORDINATES (FT)          *
   RECEPTOR                   *      X          Y          Z      *
-------------------------*-----------------------------------*
1. REC    H1                 *     1133.0     3803.0       6.0   *
2. REC    H2                 *     1059.0     3786.0       6.0   *
3. REC    H3                 *     1023.0     3868.0       6.0   *
4. REC    H4                 *      926.0     3899.0       6.0   *
5. REC    H5                 *      978.0     3762.0       6.0   *
6. REC    H6                 *      899.0     3738.0       6.0   *
```

7.	REC	H7	*	857.0	3729.0	6.0 *
8.	REC	H8	*	716.0	3681.0	6.0 *
9.	REC	H9	*	711.0	3624.0	6.0 *
10.	REC	H10	*	788.0	3645.0	6.0 *
11.	REC	H11	*	873.0	3673.0	6.0 *
12.	REC	H12	*	916.0	3685.0	6.0 *
13.	REC	H13	*	1007.0	3720.0	6.0 *
14.	REC	H14	*	1025.0	3634.0	6.0 *
15.	REC	H15	*	955.0	3608.0	6.0 *
16.	REC	H16	*	1135.0	3620.0	6.0 *
17.	REC	H17	*	1099.0	3714.0	6.0 *
18.	REC	H18	*	1085.0	3750.0	6.0 *
19.	REC	H19	*	1148.0	3772.0	6.0 *

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

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
0. *	0.	1.	2.	0.	3.	0.	0.	0.	0.	0.	0.	1.	4.	3.	1.	0.	1.	1.	0.
5. *	0.	1.	2.	1.	4.	1.	0.	0.	0.	0.	1.	1.	4.	2.	2.	0.	1.	1.	0.
10. *	0.	0.	1.	1.	3.	1.	1.	0.	0.	0.	1.	2.	3.	2.	2.	0.	0.	1.	0.
15. *	0.	0.	1.	2.	3.	2.	1.	0.	0.	1.	1.	2.	3.	2.	1.	0.	0.	1.	0.
20. *	0.	0.	0.	2.	2.	2.	1.	0.	1.	1.	2.	2.	2.	2.	1.	0.	0.	1.	0.
25. *	0.	0.	0.	3.	2.	2.	1.	0.	1.	1.	2.	2.	2.	2.	1.	0.	0.	1.	0.
30. *	0.	0.	0.	3.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	1.	0.	0.	1.	0.
35. *	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	2.	1.	0.	0.	1.	0.
40. *	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
45. *	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
50. *	0.	0.	0.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
55. *	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
60. *	0.	0.	0.	1.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.
65. *	0.	0.	0.	1.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	1.	0.

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


JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Hanna & Bay ST Intersection

```
 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

------*-----------------------------------------------------------------------------
-------------------------------------
 210.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 215.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 220.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 225.  *    2.    2.    2.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 230.  *    2.    2.    2.    0.    1.    1.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 235.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 240.  *    2.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 245.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.
 250.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.
 255.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 260.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    2.
 265.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    2.
 270.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    2.
 275.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    2.
 280.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    2.
 285.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    2.    2.
 290.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    2.
 295.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    1.
 300.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    1.
 305.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    3.    1.
 310.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    3.    1.
 315.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    3.    3.    1.
 320.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    3.    1.
 325.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    3.    1.
 330.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.
 335.  *    1.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
2.    1.    0.    2.    2.    2.    1.
 340.  *    1.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
2.    1.    0.    2.    2.    2.    1.
 345.  *    1.    2.    2.    0.    1.    0.    0.    0.    0.    0.    0.    0.
3.    2.    0.    1.    2.    2.    1.
 350.  *    1.    2.    2.    0.    2.    0.    0.    0.    0.    0.    0.    0.
4.    2.    0.    1.    1.    2.    1.
```

```
 355.  *    0.    2.    2.    0.    3.    0.    0.    0.    0.    0.    0.    0.
4.    3.    1.    1.    1.    2.    1.
 360.  *    0.    1.    2.    0.    3.    0.    0.    0.    0.    0.    0.    1.
4.    3.    1.    0.    1.    1.    0.

------*-------------------------------------------------------------------------------
-----------------------------------
 MAX   *    2.    3.    3.    3.    4.    2.    1.    1.    1.    1.    2.    2.
4.    3.    2.    2.    3.    3.    2.
 DEGR. *  235   175   175   145     5    20    75    85    40    25    20    15
0     0     5   325   315   310   275
```

THE HIGHEST CONCENTRATION OF 4. ug/m**3 OCCURRED AT RECEPTOR REC13.

```
                                                Sta_Han
'PM25 2015 PM No-Build Alt-A Stapleton' 60. 108.  0. 0. 19   0.3048 1 1
'REC    H1      '       1133    3803    6
'REC    H2      '       1059    3786    6
'REC    H3      '       1023    3868    6
'REC    H4      '       926     3899    6
'REC    H5      '       978     3762    6
'REC    H6      '       899     3738    6
'REC    H7      '       857     3729    6
'REC    H8      '       716     3681    6
'REC    H9      '       711     3624    6
'REC    H10     '       788     3645    6
'REC    H11     '       873     3673    6
'REC    H12     '       916     3685    6
'REC    H13     '       1007    3720    6
'REC    H14     '       1025    3634    6
'REC    H15     '       955     3608    6
'REC    H16     '       1135    3620    6
'REC    H17     '       1099    3714    6
'REC    H18     '       1085    3750    6
'REC    H19     '       1148    3772    6
'Hanna & Bay ST Intersection'    32  1  0  'P'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 538. 0.022 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 538. 0.022 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 653. 0.022 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 653 0.044 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 914. 0.022 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 908. 0.022 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 908 0.044 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 907. 0.022 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1254. 0.022 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1254 0.044 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 995. 0.022 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1197. 0.022 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1197 0.044 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 770. 0.022 0. 40.
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```
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 745. 0.022 0. 40.
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 745. 0.022 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 420. 0.022 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 420 0.044 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 314. 0.022 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 314. 0.022 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 78. 0.022 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 78. 0.022 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 78 0.044 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 358. 0.022 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 216. 0.022 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 216. 0.022 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 216 0.044 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 0.022 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 26. 0.022 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 26 0.044 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 495. 0.022 0. 40.
1

'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 495. 0.022 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/27/ 6
TIME : 17:40:46

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .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.	L1 EDGEWATER ST NB 1	*	2485.0	342.0	2312.0	439.0	*	198.	299.	AG	325.	.0	.0	32.0		
2.	L2 EDGEWATER ST NB 2	*	2312.0	439.0	2073.0	653.0	*	321.	312.	AG	325.	.0	.0	32.0		
3.	L3 EDGEWATER ST NB 3	*	2073.0	653.0	1747.0	962.0	*	449.	313.	AG	453.	.0	.0	32.0		
4.	L3Q EDGEWATER ST NB	*	1747.0	962.0	1772.2	938.1	*	35.	133.	AG	0.	100.0	.0	30.0	.15	1.8
5.	L3a EDGEWATER ST NB	*	1747.0	962.0	1613.0	1141.0	*	224.	323.	AG	206.	.0	.0	32.0		
6.	L4a EDGEWATER ST SB	*	2064.0	647.0	1592.0	1130.0	*	675.	316.	AG	151.	.0	.0	32.0		
7.	L4Q EDGEWATER ST SB	*	1592.0	1130.0	1606.9	1114.7	*	21.	136.	AG	0.	100.0	.0	30.0	.10	1.1
8.	L4 EDGEWATER ST SB 4	*	1735.0	949.0	2064.0	647.0	*	447.	133.	AG	167.	.0	.0	32.0		
9.	L5 EDGEWATER ST SB 5	*	2064.0	647.0	2306.0	432.0	*	324.	132.	AG	240.	.0	.0	32.0		
10.	L6 EDGEWATER ST SB 6	*	2306.0	432.0	2503.0	310.0	*	232.	122.	AG	240.	.0	.0	32.0		
11.	L7 BAY ST NB 1-2	*	2252.0	18.0	1867.0	710.0	*	792.	331.	AG	706.	.0	.0	32.0		
12.	L8 BAY ST NB 2-4T	*	1867.0	710.0	1682.0	992.0	*	337.	327.	AG	618.	.0	.0	32.0		
13.	L8Q BAY ST NB 3-2	*	1720.0	939.0	1745.6	899.2	*	47.	147.	AG	0.	100.0	.0	30.0	.21	2.4
14.	L9 BAY ST NB 4T-5	*	1682.0	992.0	1484.0	1339.0	*	400.	330.	AG	701.	.0	.0	32.0		
15.	L9Q BAY ST NB 5-4T	*	1484.0	1339.0	1510.5	1292.5	*	54.	150.	AG	0.	100.0	.0	30.0	.24	2.7
16.	L10 BAY ST NB 5-6	*	1484.0	1339.0	1264.0	1654.0	*	384.	325.	AG	628.	.0	.0	32.0		
17.	L11 BAY ST NB 6-7	*	1264.0	1654.0	1049.0	2127.0	*	520.	336.	AG	628.	.0	.0	32.0		
18.	L12 BAY ST SB 1-2	*	1030.0	2123.0	1244.0	1644.0	*	525.	156.	AG	676.	.0	.0	32.0		
19.	L13 BAY ST SB 2-3	*	1244.0	1644.0	1445.0	1358.0	*	350.								

```
145. AG    676.     .0     .0 32.0
      20. L13Q BAY ST SB 3-2  *   1445.0    1358.0    1415.3    1400.3 *      52.
325. AG      0. 100.0     .0 30.0  .23   2.6
      21. L14 BAY ST SB 3-1T  *   1445.0    1358.0    1661.0     964.0 *     449.
151. AG    560.     .0     .0 32.0
      22. L14Q BAY ST SB 1T-3 *   1661.0     964.0    1640.5    1001.5 *      43.
331. AG      0. 100.0     .0 30.0  .19   2.2
      23. L15 BAY ST SB 1T-2  *   1661.0     964.0    1830.0     731.0 *     288.
144. AG    705.     .0     .0 32.0
      24. L16 BAY ST SB 2-3   *   1830.0     731.0    2218.0      32.0 *     799.
151. AG    753.     .0     .0 32.0
      25. L18 GREENFIELD AVE W*   1645.0     963.0    1158.0     437.0 *     717.
223. AG    177.     .0     .0 32.0
      26. L19 VANDERBILT AVE E*    885.0     932.0    1459.0    1322.0 *     694.
56. AG    165.     .0     .0 32.0
      27. L19Q VANDERBILT AVE *   1459.0    1322.0    1439.6    1308.8 *      23.
236. AG      0. 100.0     .0 30.0  .11   1.2
      28. L22 VANDERBILT AVE W*   1458.0    1351.0     874.0     954.0 *     706.
236. AG    362.     .0     .0 32.0
```

PAGE 2

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

DATE : 2/27/ 6
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```
      4. L3Q EDGEWATER ST NB *     120       42       2.0       453       1600
 .04      1        3
      7. L4Q EDGEWATER ST SB *     120       78       2.0       151       1600
 .04      1        3
     13. L8Q BAY ST NB 3-2   *     120       42       2.0       618       1600
 .04      1        3
     15. L9Q BAY ST NB 5-4T  *     120       42       2.0       701       1600
 .04      1        3
     20. L13Q BAY ST SB 3-2  *     120       42       2.0       676       1600
 .04      1        3
     22. L14Q BAY ST SB 1T-3 *     120       42       2.0       560       1600
 .04      1        3
     27. L19Q VANDERBILT AVE *     120       78       2.0       165       1600
 .04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC Va1	1235.0	1630.0	6.0
2. REC Va2	1330.0	1496.0	6.0
3. REC Va3	1429.0	1355.0	6.0
4. REC Va4	1259.0	1234.0	6.0
5. REC Va5	1057.0	1096.0	6.0
6. REC Va6	867.0	977.0	6.0
7. REC Va7	904.0	917.0	6.0
8. REC Va8	1093.0	1047.0	6.0
9. REC Va9	1292.0	1184.0	6.0
10. REC Va10	1395.0	1252.0	6.0
11. REC Va11	1463.0	1303.0	6.0
12. REC Va12	1510.0	1239.0	6.0
13. REC Va13	1534.0	1171.0	6.0
14. REC Va14	1579.0	1205.0	6.0
15. REC Va15	1493.0	1344.0	6.0
16. REC Va16	1542.0	1372.0	6.0

17.	REC	Va17	*	1571.0	1396.0	6.0	*
18.	REC	Va18	*	1546.0	1460.0	6.0	*
19.	REC	Va19	*	1450.0	1416.0	6.0	*
20.	REC	Va20	*	1371.0	1529.0	6.0	*

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

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.	*	2.	1.	2.	0.	0.	0.	0.	1.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.
5.	*	1.	1.	2.	0.	0.	0.	0.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.
10.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
15.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
20.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
25.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
30.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
35.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
40.	*	1.	1.	2.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
45.	*	1.	1.	2.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
50.	*	1.	1.	2.	1.	1.	0.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
55.	*	1.	1.	2.	1.	1.	1.	0.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
60.	*	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
65.	*	1.	1.	2.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
70.	*	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
75.	*	1.	1.	1.	1.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
80.	*	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
85.	*	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.
90.	*	1.	1.	2.	1.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.

```
1.    0.    0.    0.    0.    0.    0.    0.
  95.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    0.    1.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 100.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    0.    1.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 105.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    1.    1.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 110.  *    1.    1.    2.    1.    1.    1.    0.    0.    0.    1.    1.    1.
1.    0.    0.    0.    0.    0.    0.    0.
 115.  *    1.    1.    2.    1.    1.    1.    0.    0.    1.    1.    1.    1.
2.    0.    0.    0.    0.    0.    0.    0.
 120.  *    2.    2.    2.    1.    1.    1.    0.    0.    1.    1.    2.    1.
2.    0.    0.    0.    0.    0.    0.    0.
 125.  *    2.    2.    2.    1.    1.    1.    0.    0.    1.    1.    1.    2.
2.    0.    1.    0.    0.    0.    0.    0.
 130.  *    2.    2.    2.    1.    1.    0.    0.    0.    0.    1.    2.    2.
2.    0.    1.    0.    0.    0.    0.    0.
 135.  *    2.    2.    3.    1.    1.    0.    0.    0.    0.    1.    2.    2.
3.    1.    1.    0.    0.    0.    1.    1.
 140.  *    2.    3.    3.    1.    0.    0.    0.    0.    0.    1.    3.    3.
3.    1.    2.    0.    0.    0.    1.    1.
 145.  *    2.    2.    3.    1.    0.    0.    0.    0.    0.    1.    2.    3.
3.    2.    3.    0.    0.    0.    2.    2.
 150.  *    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.    2.    3.
2.    2.    3.    1.    0.    0.    2.    2.
 155.  *    1.    1.    2.    0.    0.    0.    0.    0.    0.    0.    2.    2.
2.    2.    3.    1.    1.    1.    2.    3.
 160.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    1.    2.
1.    3.    3.    1.    1.    1.    3.    2.
 165.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 170.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    2.    3.    1.    1.    1.    2.    2.
 175.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    2.    2.    1.    1.    1.    2.    1.
 180.  *    0.    0.    1.    0.    0.    0.    0.    0.    0.    0.    0.    1.
0.    1.    2.    1.    1.    1.    2.    1.
 185.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    1.    2.    1.    1.    1.    2.    1.
 190.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 195.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 200.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 205.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
```


JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Vanderbilt Ave & Bay ST Intersection

```
 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

------*-------------------------------------------------------------------------------
-----------------------------------------
 210.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 215.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
```

```
 220.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 225.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 230.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    2.    1.
 235.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    1.    2.    1.    1.    1.    1.    1.
 240.  *    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.    1.    0.
0.    1.    2.    1.    1.    1.    1.    1.
 245.  *    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 250.  *    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.
0.    1.    2.    1.    1.    1.    1.    1.
 255.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 260.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    1.    1.    1.    0.    1.    1.
 265.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    1.    1.    1.    0.    1.    1.
 270.  *    0.    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.
0.    1.    1.    1.    1.    0.    1.    1.
 275.  *    0.    0.    0.    0.    0.    0.    0.    0.    1.    0.    1.    1.
0.    1.    1.    1.    1.    0.    1.    1.
 280.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 285.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 290.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 295.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    1.    2.    1.    1.    0.    1.    1.
 300.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 305.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    0.    2.    2.
 310.  *    0.    0.    0.    0.    0.    0.    0.    0.    0.    0.    1.    1.
0.    2.    2.    1.    1.    1.    2.    2.
 315.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    2.    2.
1.    2.    2.    1.    1.    0.    2.    2.
 320.  *    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    2.    2.
1.    2.    2.    1.    1.    0.    2.    2.
 325.  *    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    3.    2.
2.    2.    2.    1.    0.    0.    2.    2.
 330.  *    1.    2.    3.    0.    0.    0.    0.    0.    0.    1.    3.    3.
2.    2.    2.    0.    0.    0.    1.    1.
 335.  *    2.    2.    3.    0.    0.    0.    0.    0.    0.    1.    4.    3.
3.    1.    1.    0.    0.    0.    1.    1.
 340.  *    2.    2.    3.    0.    0.    0.    0.    0.    1.    1.    3.    3.
2.    1.    1.    0.    0.    0.    0.    1.
 345.  *    2.    2.    3.    0.    0.    0.    0.    0.    1.    1.    3.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 350.  *    2.    2.    2.    0.    0.    0.    0.    0.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 355.  *    2.    2.    2.    1.    0.    0.    0.    1.    1.    1.    2.    2.
2.    0.    0.    0.    0.    0.    0.    0.
 360.  *    2.    1.    2.    0.    0.    0.    0.    1.    1.    1.    2.    2.
1.    0.    0.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    3.    3.    1.    1.    1.    1.    1.    1.    1.    4.    3.
3.    3.    3.    1.    1.    1.    3.    3.
```

```
 DEGR. *  140   140   140    65    65    65    40    40    20    20   335   145
135   160   155   235   230   220   160   155

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC11.
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                                        Sta_Van
'PM25 2015 PM No-Build Alt-A Stapleton' 60. 108.  0. 0. 20   0.3048 1 1
'REC    Va1     '       1235    1630    6
'REC    Va2     '       1330    1496    6
'REC    Va3     '       1429    1355    6
'REC    Va4     '       1259    1234    6
'REC    Va5     '       1057    1096    6
'REC    Va6     '       867     977     6
'REC    Va7     '       904     917     6
'REC    Va8     '       1093    1047    6
'REC    Va9     '       1292    1184    6
'REC    Va10    '       1395    1252    6
'REC    Va11    '       1463    1303    6
'REC    Va12    '       1510    1239    6
'REC    Va13    '       1534    1171    6
'REC    Va14    '       1579    1205    6
'REC    Va15    '       1493    1344    6
'REC    Va16    '       1542    1372    6
'REC    Va17    '       1571    1396    6
'REC    Va18    '       1546    1460    6
'REC    Va19    '       1450    1416    6
'REC    Va20    '       1371    1529    6
'Vanderbilt Ave & Bay ST Intersection'    28  1  0  'P'
1

'L1 EDGEWATER ST NB 1-2' 'AG' 2485. 342. 2312. 439. 325. 0.022 0. 32.
1

'L2 EDGEWATER ST NB 2-3' 'AG' 2312. 439. 2073. 653. 325. 0.022 0. 32.
1

'L3 EDGEWATER ST NB 3-4' 'AG' 2073. 653. 1747. 962. 453. 0.022 0. 32.
2
'L3Q EDGEWATER ST NB 3-4' 'AG' 1747. 962. 2073. 653. 0. 30.0 3
       120        42      2.0 453 0.044 1600 1 3
1

'L3a EDGEWATER ST NB 4-5' 'AG' 1747. 962. 1613. 1141. 206. 0.022 0. 32.
1

'L4a EDGEWATER ST SB 3-4' 'AG' 2064. 647. 1592. 1130. 151. 0.022 0. 32.
2
'L4Q EDGEWATER ST SB 3-4' 'AG' 1592. 1130. 2064. 647. 0. 30.0 3
       120        78      2.0 151 0.044 1600 1 3
1

'L4 EDGEWATER ST SB 4-5' 'AG' 1735. 949. 2064. 647. 167. 0.022 0. 32.
1

'L5 EDGEWATER ST SB 5-6' 'AG' 2064. 647. 2306. 432. 240. 0.022 0. 32.
1

'L6 EDGEWATER ST SB 6-7' 'AG' 2306. 432. 2503. 310. 240. 0.022 0. 32.
1

'L7 BAY ST NB 1-2' 'AG' 2252. 18. 1867. 710. 706. 0.022 0. 32.
1

'L8 BAY ST NB 2-4T' 'AG' 1867. 710. 1682. 992. 618. 0.022 0. 32.
2
'L8Q BAY ST NB 3-2' 'AG' 1720. 939. 1867. 710. 0. 30.0 3
       120        42      2.0 618 0.044 1600 1 3
1
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'L9 BAY ST NB 4T-5' 'AG' 1682. 992. 1484. 1339. 701. 0.022 0. 32.
2
'L9Q BAY ST NB 5-4T' 'AG' 1484. 1339. 1682. 992. 0. 30.0 3
       120        42      2.0 701 0.044 1600 1 3
1

'L10 BAY ST NB 5-6' 'AG' 1484. 1339. 1264. 1654. 628. 0.022 0. 32.
1

'L11 BAY ST NB 6-7' 'AG' 1264. 1654. 1049. 2127. 628. 0.022 0. 32.
1

'L12 BAY ST SB 1-2' 'AG' 1030. 2123. 1244. 1644. 676. 0.022 0. 32.
1

'L13 BAY ST SB 2-3' 'AG' 1244. 1644. 1445. 1358. 676. 0.022 0. 32.
2
'L13Q BAY ST SB 3-2' 'AG' 1445. 1358. 1244. 1644. 0. 30.0 3
       120        42      2.0 676 0.044 1600 1 3
1

'L14 BAY ST SB 3-1T' 'AG' 1445. 1358. 1661. 964. 560. 0.022 0. 32.
2
'L14Q BAY ST SB 1T-3' 'AG' 1661. 964. 1445. 1358. 0. 30.0 3
       120        42      2.0 560 0.044 1600 1 3
1

'L15 BAY ST SB 1T-2' 'AG' 1661. 964. 1830. 731. 705. 0.022 0. 32.
1

'L16 BAY ST SB 2-3' 'AG' 1830. 731. 2218. 32. 753. 0.022 0. 32.
1

'L18 GREENFIELD AVE WB 1-2' 'AG' 1645. 963. 1158. 437. 177. 0.022 0. 32.
1

'L19 VANDERBILT AVE EB 1-2' 'AG' 885. 932. 1459. 1322. 165. 0.022 0. 32.
2
'L19Q VANDERBILT AVE EB 2-1' 'AG' 1459. 1322. 885. 932. 0. 30.0 3
       120        78      2.0 165 0.044 1600 1 3
1

'L22 VANDERBILT AVE WB 2-3' 'AG' 1458. 1351. 874. 954. 362. 0.022 0. 32.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/27/ 6
TIME : 17:35:49

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 5 (E) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)	(VEH)	
1.	L1 BAY ST NB UP 1-2	*	950.0	2917.0	1082.0	3250.0	*	358.	22.	AG	538.	.0	.0	40.0		
2.	L2 BAY ST NB UP 2-3	*	1082.0	3250.0	1146.0	3443.0	*	203.	18.	AG	538.	.0	.0	40.0		
3.	L3 BAY ST NB UP 3-4	*	1146.0	3443.0	1058.0	3744.0	*	314.	344.	AG	653.	.0	.0	40.0		
4.	L3Q BAY ST NB UP 3-4	*	1058.0	3744.0	1079.0	3672.1	*	75.	164.	AG	0.	100.0	.0	20.0	.33	3.8
5.	L4 BAY ST NB UP 4-5	*	1058.0	3744.0	982.0	3913.0	*	185.	336.	AG	914.	.0	.0	40.0		
6.	L5 BAY ST NB UP 5-6	*	982.0	3913.0	1020.0	4076.0	*	167.	13.	AG	908.	.0	.0	40.0		
7.	L5Q BAY ST NB UP 5-6	*	1020.0	4076.0	996.3	3974.5	*	104.	193.	AG	0.	100.0	.0	20.0	.46	5.3
8.	L6 BAY ST NB UP 6-7	*	1020.0	4076.0	1076.0	4394.0	*	323.	10.	AG	907.	.0	.0	40.0		
9.	L7 BAY ST SB UP 1-2	*	1055.0	4396.0	1006.0	4080.0	*	320.	189.	AG	1254.	.0	.0	40.0		
10.	L7Q BAY ST SB UP 1-2	*	1006.0	4080.0	1028.1	4222.3	*	144.	9.	AG	0.	100.0	.0	20.0	.64	7.3
11.	L8 BAY ST SB UP 2-3	*	1006.0	4080.0	952.0	3900.0	*	188.	197.	AG	995.	.0	.0	40.0		
12.	L9 BAY ST SB UP 3-4	*	952.0	3900.0	1016.0	3750.0	*	163.	157.	AG	1197.	.0	.0	40.0		
13.	L9Q BAY ST SB UP 3-4	*	1016.0	3750.0	962.1	3876.3	*	137.	337.	AG	0.	100.0	.0	20.0	.61	7.0
14.	L10 BAY ST SB UP 4-5	*	1016.0	3750.0	1113.0	3446.0	*	319.	162.	AG	770.	.0	.0	40.0		
15.	L11 BAY ST SB UP 5-6	*	1113.0	3446.0	1075.0	3258.0	*	192.	191.	AG	745.	.0	.0	40.0		
16.	L12 BAY ST SB UP 6-7	*	1075.0	3258.0	943.0	2916.0	*	367.	201.	AG	745.	.0	.0	40.0		
17.	L13 HANNAH ST 1-2 WB	*	1120.0	3789.0	1035.0	3758.0	*	90.	250.	AG	420.	.0	.0	32.0		
18.	L13Q HANNAH ST 1-2 W	*	1035.0	3758.0	1217.0	3824.4	*	194.	70.	AG	0.	100.0	.0	12.0	.83	9.8
19.	L14 HANNAH ST 2-3 WB	*	1035.0	3758.0	885.0	3708.0	*	158.								

```
252. AG    314.    .0    .0 32.0
     20. L15 HANNAH ST 3-4 WB*    885.0    3708.0     703.0    3659.0 *     188.
255. AG    314.    .0    .0 32.0
     21. L13a HANNAH ST 1-2 E*    709.0    3649.0     890.0    3698.0 *     188.
75. AG     78.    .0    .0 32.0
     22. L14a HANNAH ST 2-3 E*    890.0    3698.0    1036.0    3748.0 *     154.
71. AG     78.    .0    .0 32.0
     23. L14aQ HANNAH ST 2-3 *   1036.0    3748.0    1004.5    3737.2 *      33.
251. AG      0. 100.0    .0 12.0  .15   1.7
     24. L15a HANNAH ST 3-4 E*   1036.0    3748.0    1125.0    3779.0 *      94.
71. AG    358.    .0    .0 32.0
     25. L16 VICTORY BLVD EB *    680.0    4164.0     860.0    4082.0 *     198.
114. AG    216.    .0    .0 40.0
     26. L17 VICTORY BLVD EB *    860.0    4082.0     988.0    4068.0 *     129.
96. AG    216.    .0    .0 40.0
     27. L17Q VICTORY BLVD EB*    988.0    4068.0     942.2    4073.0 *      46.
276. AG      0. 100.0    .0 20.0  .21   2.3
     28. L18 VICTORY BLVD EB *    988.0    4068.0    1373.0    4104.0 *     387.
85. AG      7.    .0    .0 40.0
     29. L19 VICTORY BLVD WB *   1374.0    4136.0    1040.0    4091.0 *     337.
262. AG     26.    .0    .0 40.0
     30. L19Q VICTORY BLVD WB*   1040.0    4091.0    1045.5    4091.7 *       6.
82. AG      0. 100.0    .0 20.0  .03    .3
     31. L20 VICTORY BLVD WB *   1040.0    4091.0     878.0    4101.0 *     162.
274. AG    495.    .0    .0 40.0
     32. L21 VICTORY BLVD WB *    878.0    4101.0     677.0    4179.0 *     216.
291. AG    495.    .0    .0 40.0
```


JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

DATE : 2/27/ 6
TIME : 17:35:49

```
     4. L3Q BAY ST NB UP 3-4*     120       42       2.0       653       1600
.04      1        3
     7. L5Q BAY ST NB UP 5-6*     120       42       2.0       908       1600
.04      1        3
    10. L7Q BAY ST SB UP 1-2*     120       42       2.0      1254       1600
.04      1        3
    13. L9Q BAY ST SB UP 3-4*     120       42       2.0      1197       1600
.04      1        3
    18. L13Q HANNAH ST 1-2 W*     120       78       2.0       420       1600
.04      1        3
    23. L14aQ HANNAH ST 2-3 *     120       78       2.0        78       1600
.04      1        3
    27. L17Q VICTORY BLVD EB*     120       78       2.0       216       1600
.04      1        3
    30. L19Q VICTORY BLVD WB*     120       78       2.0        26       1600
.04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC V1	1328.0	4151.0	6.0
2. REC V2	1235.0	4141.0	6.0
3. REC V3	1041.0	4131.0	6.0
4. REC V4	1069.0	4277.0	6.0
5. REC V5	1094.0	4402.0	6.0
6. REC V6	1008.0	4231.0	6.0

7.	REC	V7	*	1040.0	4396.0	6.0	*
8.	REC	V8	*	966.0	4116.0	6.0	*
9.	REC	V9	*	888.0	4115.0	6.0	*
10.	REC	V10	*	839.0	4137.0	6.0	*
11.	REC	V11	*	1025.0	4034.0	6.0	*
12.	REC	V12	*	891.0	3999.0	6.0	*
13.	REC	V13	*	956.0	4055.0	6.0	*
14.	REC	V14	*	1133.0	4039.0	6.0	*
15.	REC	V15	*	1217.0	4050.0	6.0	*
16.	REC	V16	*	1337.0	4064.0	6.0	*

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

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
0.	*	0.	0.	3.	2.	0.	1.	0.	0.	0.	0.	4.	0.	1.	0.	0.	0.
5.	*	0.	0.	3.	2.	0.	1.	0.	0.	0.	0.	4.	0.	1.	0.	0.	0.
10.	*	0.	0.	3.	1.	0.	2.	0.	1.	0.	0.	3.	0.	2.	0.	0.	0.
15.	*	0.	0.	2.	1.	0.	2.	0.	1.	0.	0.	2.	1.	2.	0.	0.	0.
20.	*	0.	0.	1.	1.	0.	2.	0.	1.	0.	0.	1.	1.	3.	0.	0.	0.
25.	*	0.	0.	1.	1.	0.	2.	0.	2.	0.	0.	1.	1.	3.	0.	0.	0.
30.	*	0.	0.	1.	0.	0.	2.	0.	2.	0.	0.	1.	1.	3.	0.	0.	0.
35.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	0.	0.	2.	3.	0.	0.	0.
40.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	0.	0.	2.	3.	0.	0.	0.
45.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	2.	3.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	2.	3.	0.	0.	0.
55.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
65.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	3.	0.	0.	0.
70.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.	2.	0.	0.	0.
75.	*	0.	0.	0.	0.	0.	2.	0.	2.	1.	1.	0.	1.				

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

PAGE 4

JOB: PM25 2015 PM No-Build Alt-A Stapleton RUN: Victory BLvd & Bay ST Intersection

```
 WIND   * CONCENTRATION
 ANGLE *       (ug/m**3)
 (DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12
REC13 REC14 REC15 REC16
```

```
------*-------------------------------------------------------------------------------------------
-------------------
 210.  *    0.    0.    4.    3.    3.    0.    1.    1.    1.    1.    3.    0.
0.    1.    1.    0.
 215.  *    0.    0.    4.    3.    2.    0.    1.    1.    1.    1.    3.    0.
0.    1.    0.    0.
 220.  *    0.    1.    3.    3.    2.    0.    0.    1.    1.    1.    3.    0.
0.    1.    0.    1.
 225.  *    0.    0.    3.    3.    2.    0.    0.    1.    1.    1.    3.    0.
0.    1.    1.    0.
 230.  *    0.    1.    3.    2.    2.    0.    0.    1.    1.    1.    3.    0.
0.    1.    0.    0.
 235.  *    0.    1.    3.    2.    2.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 240.  *    0.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    0.    0.
 245.  *    0.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 250.  *    0.    1.    3.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    0.    0.
 255.  *    1.    1.    2.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 260.  *    1.    1.    2.    2.    1.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 265.  *    1.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    0.
 270.  *    1.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    1.
 275.  *    1.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
0.    1.    1.    1.
 280.  *    0.    1.    2.    2.    0.    0.    0.    1.    1.    1.    2.    0.
1.    1.    1.    1.
 285.  *    0.    1.    2.    2.    0.    0.    0.    0.    1.    1.    2.    0.
1.    1.    1.    1.
 290.  *    0.    1.    2.    2.    0.    0.    0.    0.    1.    1.    3.    0.
1.    1.    1.    0.
 295.  *    0.    1.    2.    2.    0.    0.    0.    0.    1.    0.    3.    0.
1.    1.    1.    0.
 300.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 305.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 310.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 315.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 320.  *    0.    0.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 325.  *    0.    0.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 330.  *    0.    0.    2.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    1.    0.
 335.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    0.    0.
 340.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    3.    0.
1.    1.    0.    0.
 345.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    4.    0.
1.    1.    0.    0.
 350.  *    0.    0.    3.    2.    0.    0.    0.    0.    0.    0.    4.    0.
1.    1.    0.    0.
 355.  *    0.    0.    4.    2.    0.    0.    0.    0.    0.    0.    4.    0.
1.    0.    0.    0.
 360.  *    0.    0.    3.    2.    0.    1.    0.    0.    0.    0.    4.    0.
```

```
1.    0.    0.    0.

------*-------------------------------------------------------------------------------
-------------------
 MAX   *    1.    1.    4.    4.    3.    4.    4.    3.    2.    2.    4.    2.
3.    1.    1.    1.
 DEGR. *  270   260   200   200   200   175   180   170   155   155   355    40
30   280   285   275

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC11.
```

```
                                        Sta_Vic
'PM25 2015 PM No-Build Alt-A Stapleton' 60. 108.  0. 0. 16   0.3048 1 1
'REC    V1      '       1328    4151    6
'REC    V2      '       1235    4141    6
'REC    V3      '       1041    4131    6
'REC    V4      '       1069    4277    6
'REC    V5      '       1094    4402    6
'REC    V6      '       1008    4231    6
'REC    V7      '       1040    4396    6
'REC    V8      '       966     4116    6
'REC    V9      '       888     4115    6
'REC    V10     '       839     4137    6
'REC    V11     '       1025    4034    6
'REC    V12     '       891     3999    6
'REC    V13     '       956     4055    6
'REC    V14     '       1133    4039    6
'REC    V15     '       1217    4050    6
'REC    V16     '       1337    4064    6
'Victory BLvd & Bay ST Intersection'    32  1  0  'P'
1

'L1 BAY ST NB UP 1-2' 'AG' 950. 2917. 1082. 3250. 538. 0.022 0. 40.
1

'L2 BAY ST NB UP 2-3' 'AG' 1082. 3250. 1146. 3443. 538. 0.022 0. 40.
1

'L3 BAY ST NB UP 3-4' 'AG' 1146. 3443. 1058. 3744. 653. 0.022 0. 40.
2
'L3Q BAY ST NB UP 3-4' 'AG' 1058. 3744. 1146. 3443. 0. 20.0 2
       120        42      2.0 653 0.044 1600 1 3
1

'L4 BAY ST NB UP 4-5' 'AG' 1058. 3744. 982. 3913. 914. 0.022 0. 40.
1

'L5 BAY ST NB UP 5-6' 'AG' 982. 3913. 1020. 4076. 908. 0.022 0. 40.
2
'L5Q BAY ST NB UP 5-6' 'AG' 1020. 4076. 982. 3913. 0. 20.0 2
       120        42      2.0 908 0.044 1600 1 3
1

'L6 BAY ST NB UP 6-7' 'AG' 1020. 4076. 1076. 4394. 907. 0.022 0. 40.
1

'L7 BAY ST SB UP 1-2' 'AG' 1055. 4396. 1006. 4080. 1254. 0.022 0. 40.
2
'L7Q BAY ST SB UP 1-2' 'AG' 1006. 4080. 1055. 4396. 0. 20.0 2
       120        42      2.0 1254 0.044 1600 1 3
1

'L8 BAY ST SB UP 2-3' 'AG' 1006. 4080. 952. 3900. 995. 0.022 0. 40.
1

'L9 BAY ST SB UP 3-4' 'AG' 952. 3900. 1016. 3750. 1197. 0.022 0. 40.
2
'L9Q BAY ST SB UP 3-4' 'AG' 1016. 3750. 952. 3900. 0. 20.0 2
       120        42      2.0 1197 0.044 1600 1 3
1

'L10 BAY ST SB UP 4-5' 'AG' 1016. 3750. 1113. 3446. 770. 0.022 0. 40.
1

'L11 BAY ST SB UP 5-6' 'AG' 1113. 3446. 1075. 3258. 745. 0.022 0. 40.
```

```
1

'L12 BAY ST SB UP 6-7' 'AG' 1075. 3258. 943. 2916. 745. 0.022 0. 40.
1

'L13 HANNAH ST 1-2 WB' 'AG' 1120. 3789. 1035. 3758. 420. 0.022 0. 32.
2
'L13Q HANNAH ST 1-2 WB' 'AG' 1035. 3758. 1120. 3789. 0. 12.0 1
       120        78      2.0 420 0.044 1600 1 3
1

'L14 HANNAH ST 2-3 WB' 'AG' 1035. 3758. 885. 3708. 314. 0.022 0. 32.
1

'L15 HANNAH ST 3-4 WB' 'AG' 885. 3708. 703. 3659. 314. 0.022 0. 32.
1

'L13a HANNAH ST 1-2 EB' 'AG' 709. 3649. 890. 3698. 78. 0.022 0. 32.
1

'L14a HANNAH ST 2-3 EB' 'AG' 890. 3698. 1036. 3748. 78. 0.022 0. 32.
2
'L14aQ HANNAH ST 2-3 EB' 'AG' 1036. 3748. 890. 3698. 0. 12.0 1
       120        78      2.0 78 0.044 1600 1 3
1

'L15a HANNAH ST 3-4 EB' 'AG' 1036. 3748. 1125. 3779. 358. 0.022 0. 32.
1

'L16 VICTORY BLVD EB 1-2' 'AG' 680. 4164. 860. 4082. 216. 0.022 0. 40.
1

'L17 VICTORY BLVD EB 2-3' 'AG' 860. 4082. 988. 4068. 216. 0.022 0. 40.
2
'L17Q VICTORY BLVD EB 2-3' 'AG' 988. 4068. 860. 4082. 0. 20.0 2
       120        78      2.0 216 0.044 1600 1 3
1

'L18 VICTORY BLVD EB 3-4' 'AG' 988. 4068. 1373. 4104. 7. 0.022 0. 40.
1

'L19 VICTORY BLVD WB 1-2' 'AG' 1374. 4136. 1040. 4091. 26. 0.022 0. 40.
2
'L19Q VICTORY BLVD WB 1-2' 'AG' 1040. 4091. 1374. 4136. 0. 20.0 2
       120        78      2.0 26 0.044 1600 1 3
1

'L20 VICTORY BLVD WB 2-3' 'AG' 1040. 4091. 878. 4101. 495. 0.022 0. 40.
1

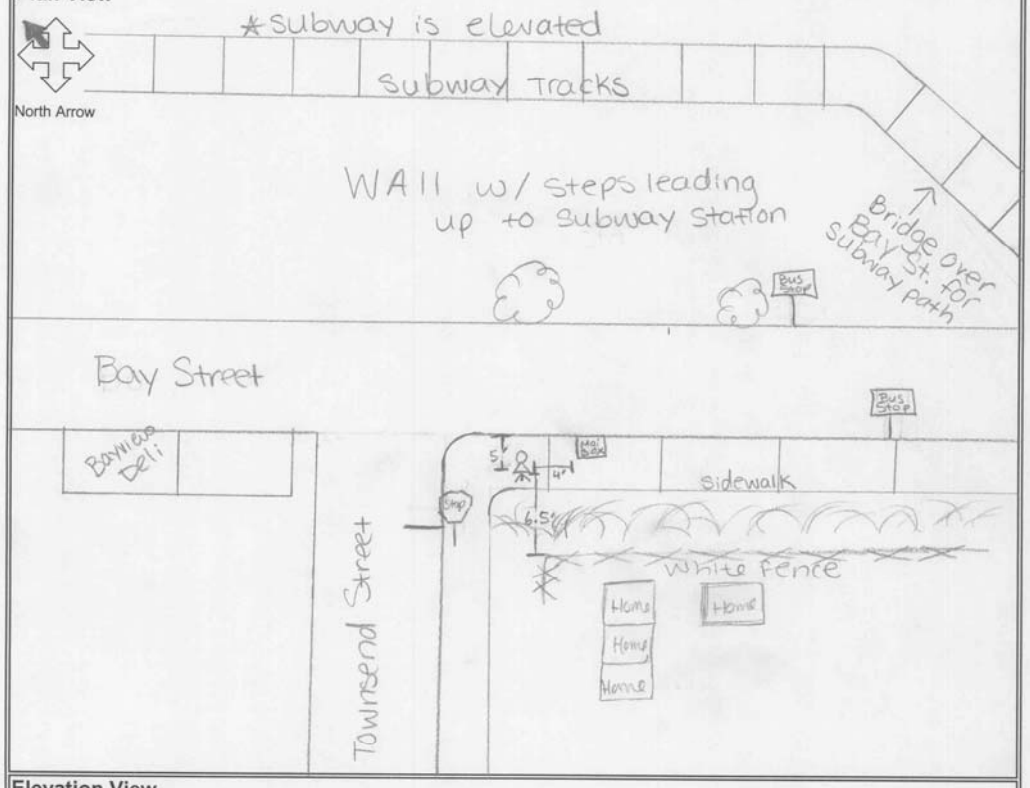
'L21 VICTORY BLVD WB 3-4' 'AG' 878. 4101. 677. 4179. 495. 0.022 0. 40.
1.0 00. 5 1000. 0.  'Y' 5 0  72
```

Appendix F – Noise Back-up Data

Field Noise Monitoring Data Sheet
The Louis Berger Group, Inc.

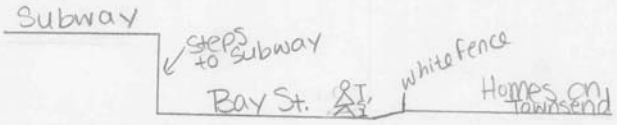
Location #	Date	Address	Observer
1	9/13/05	Corner of Townsend & Bay	D.S.
Lane Direction	**Site Surface**	**Nearby Landmark**	
	Sidewalk	White Fence	
Grade	**Pavement Type**	**Distance to Landmark**	
	Concrete	6.5 ft.	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
		Mike, Calibrator, Windscreen, Tripod	NL-22

Plan View



Elevation View

** Not to scale.*

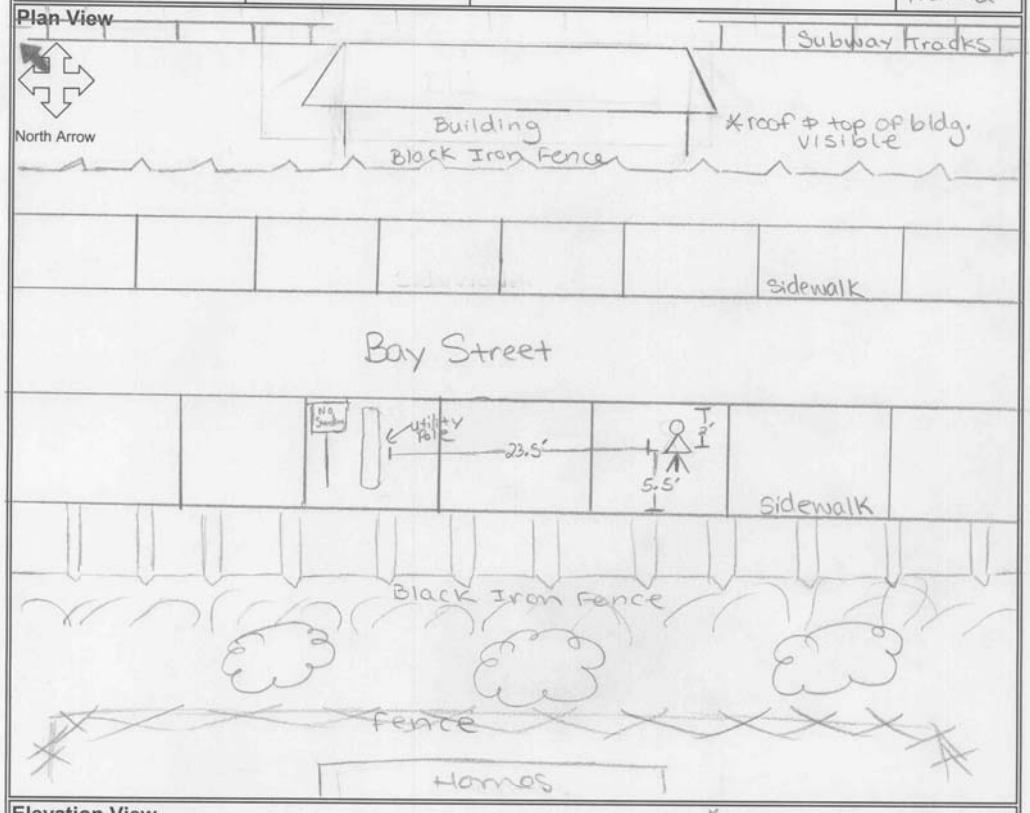


Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet
The Louis Berger Group, Inc.

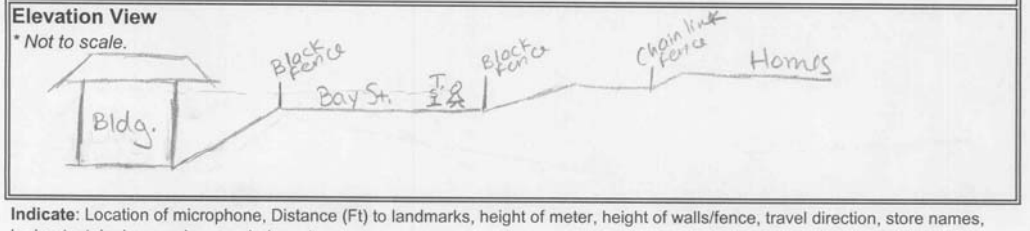
Location #	Date	Address	Observer
2	9/13/05	Bay St. (Near Hospital)	D.S.
Lane Direction	**Site Surface**	**Nearby Landmark**	
	Sidewalk	Iron Fence Behind Meter	
Grade	**Pavement Type**	**Distance to Landmark**	
	Concrete	5.5 ft.	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
	Calm	Mike, Calibrator, Windscreen, Tripod	NL-22

Plan View



Elevation View

* *Not to scale.*

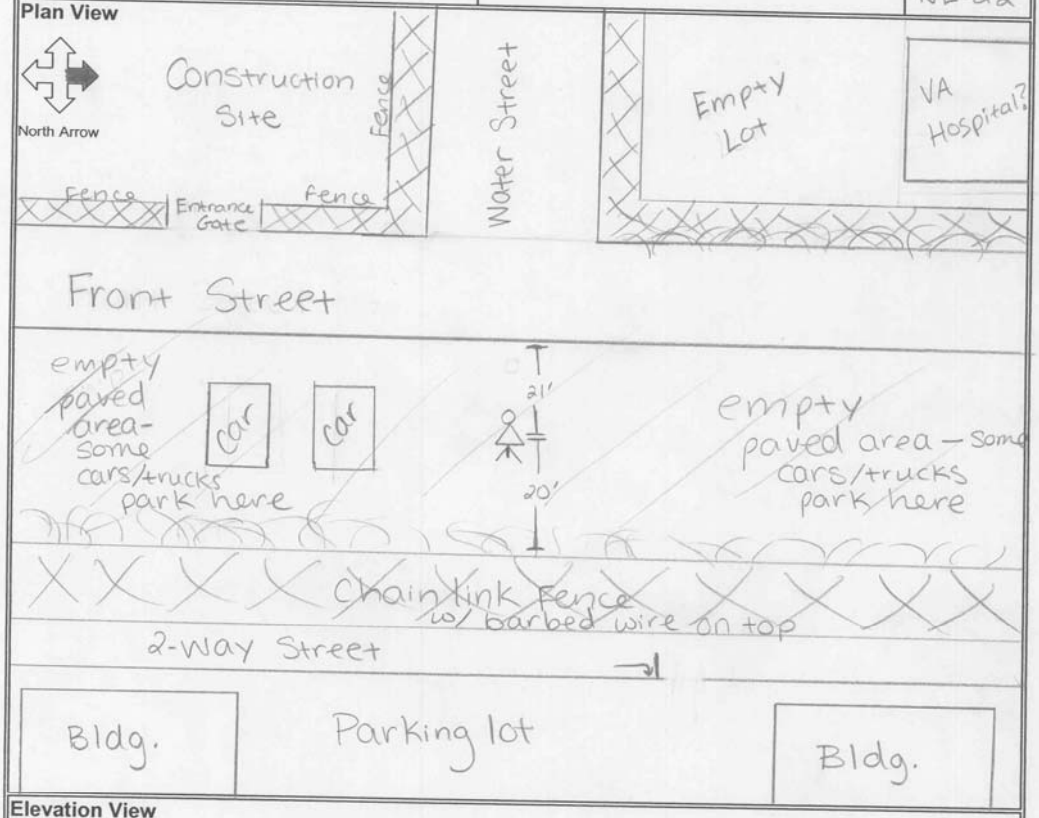


Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet
The Louis Berger Group, Inc.

Location #	Date	Address	Observer
3	9/13/05	Intersection of Front & Water	D.S.
Lane Direction	**Site Surface**	**Nearby Landmark**	
	Parking Area	Front Street / Fence	
Grade	**Pavement Type**	**Distance to Landmark**	
	Asphalt	21' / 20'	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
	light Wind	Mike, Calibrator, Windscreen, Tripod	NL-22

Plan View



Elevation View

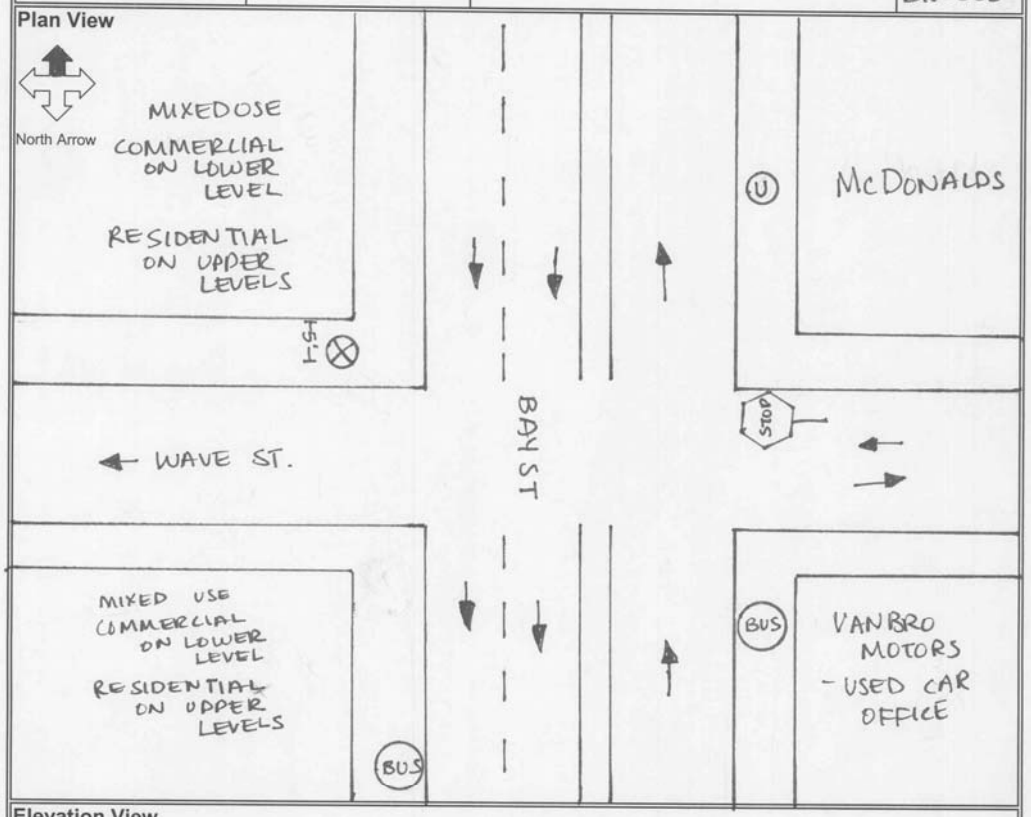
* *Not to scale.*

Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet
The Louis Berger Group, Inc.

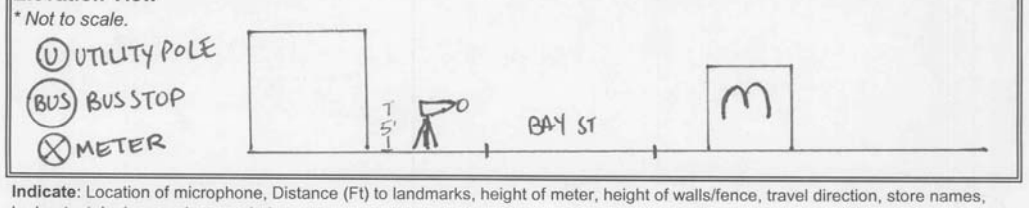
Location #	Date	Address	Observer
4	9/13/05	NW CORNER OF BAY & WAVE ST	L.L.
Lane Direction	**Site Surface**	**Nearby Landmark**	
BAY ST - SB	SIDEWALK	BUILDING ON CORNER	
Grade	**Pavement Type**	**Distance to Landmark**	
AT-GRADE	CONCRETE	5 FT	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
80s	MILD	Mike, Calibrator, Windscreen, Tripod	BK2236

Plan View



Elevation View

* *Not to scale.*



Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet
The Louis Berger Group, Inc.

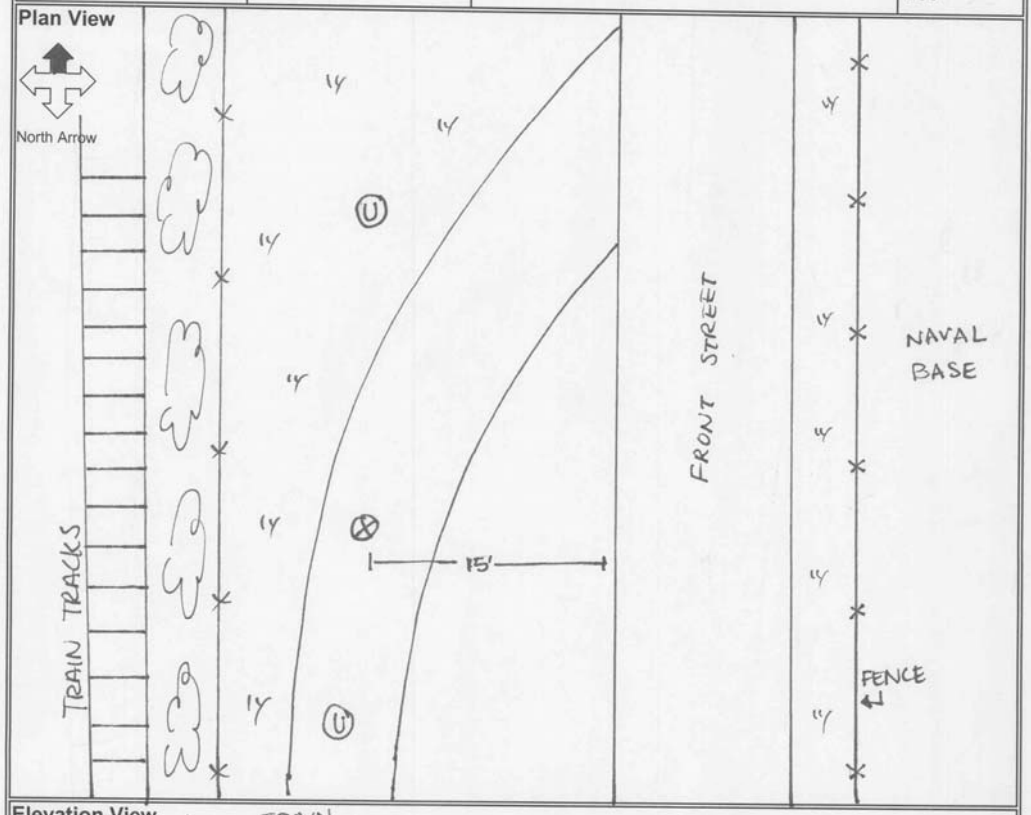
Location #	Date	Address	Observer
5	9/13/05	FRONT STREET	L.L.

Lane Direction	Site Surface	Nearby Landmark
FRONT ST-SB	SIDE OF ROAD	FRONT STREET

Grade	Pavement Type	Distance to Landmark
AT-GRADE	SOIL / ASPHALT	15 FT

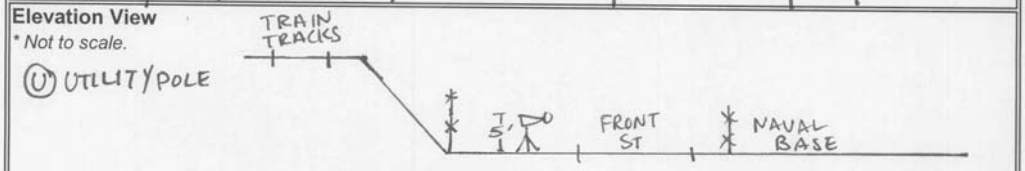
Temperature	Wind Speed	Equipment B&K Check List	Model #
80s	MILD	Mike, Calibrator, Windscreen, Tripod	BK2236

Plan View



Elevation View

* *Not to scale.*

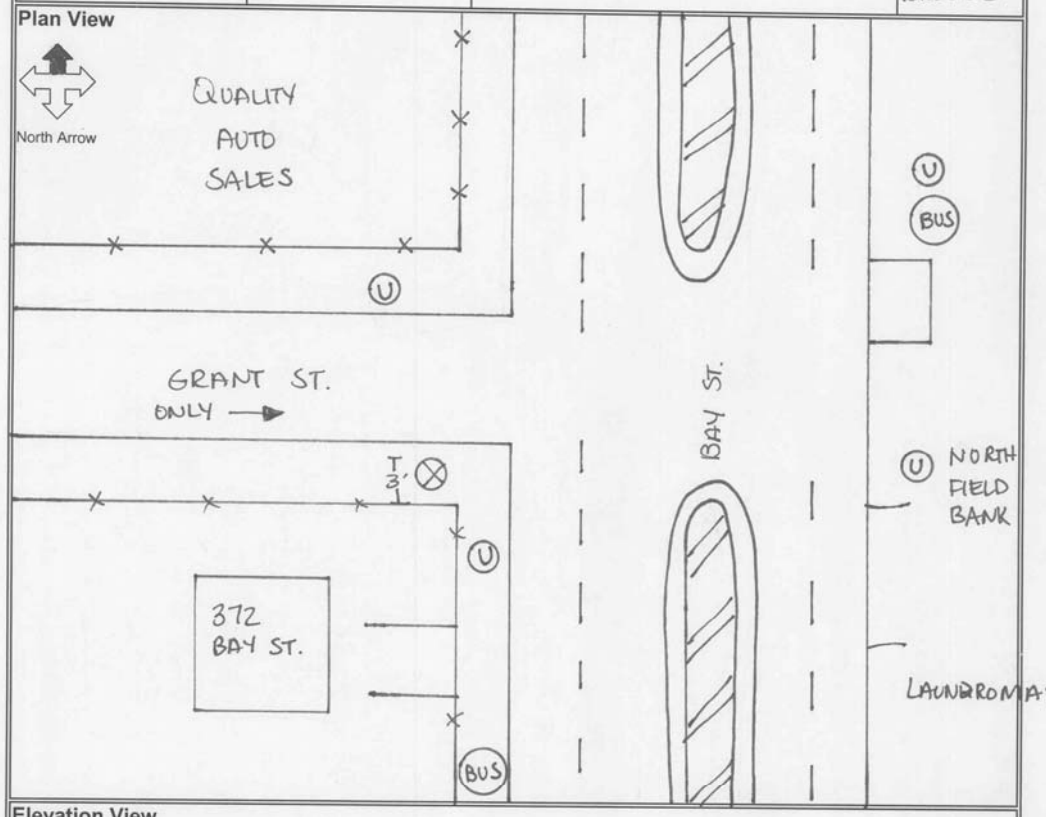


Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

Field Noise Monitoring Data Sheet
The Louis Berger Group, Inc.

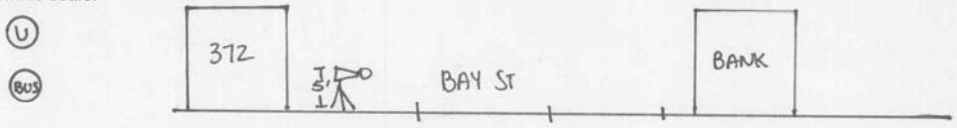
Location #	Date	Address	Observer
6	9/13/05	372 BAY STREET	LL.
Lane Direction	**Site Surface**	**Nearby Landmark**	
BAY ST - SB	SIDEWALK	WIRE FENCE	
Grade	**Pavement Type**	**Distance to Landmark**	
AT-GRADE	CONCRETE	3 FT	
Temperature	**Wind Speed**	**Equipment B&K Check List**	**Model #**
80s	MILD	Mike, Calibrator, Windscreen, Tripod	BK2236

Plan View

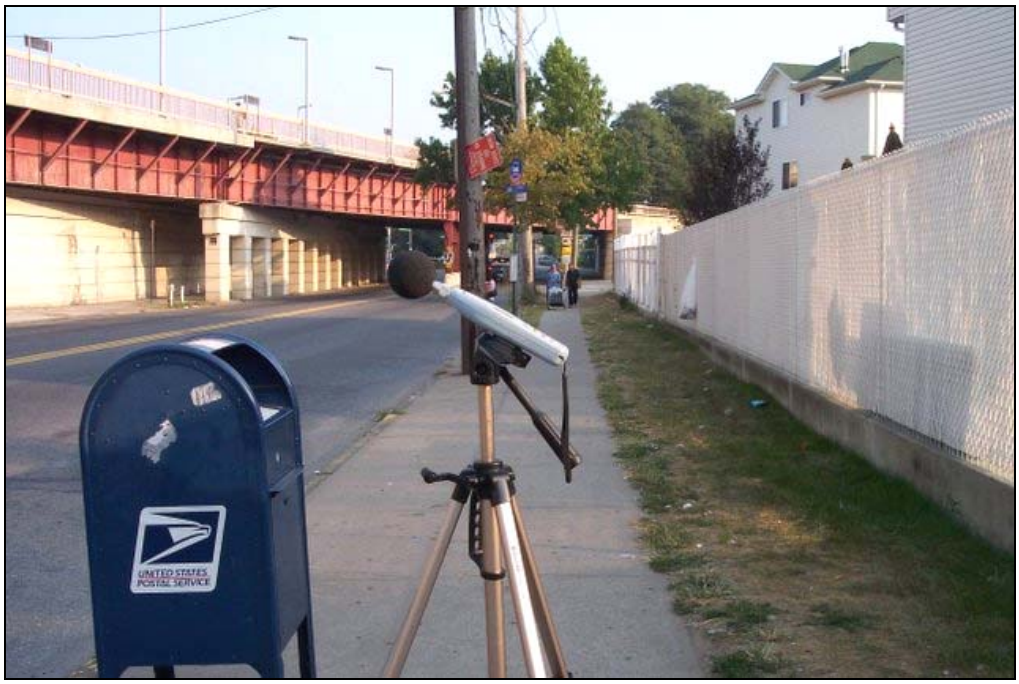


Elevation View

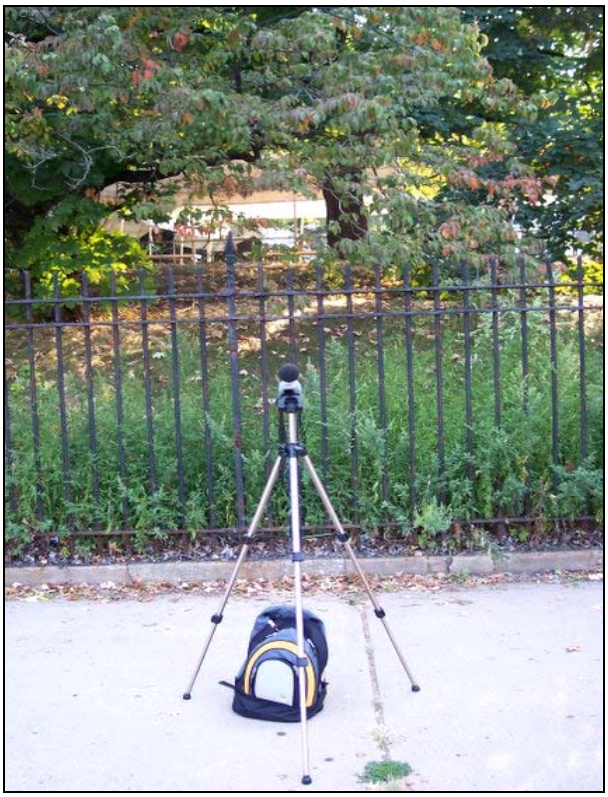
* *Not to scale.*



Indicate: Location of microphone, Distance (Ft) to landmarks, height of meter, height of walls/fence, travel direction, store names, hydrants, telephone poles, manholes, etc.

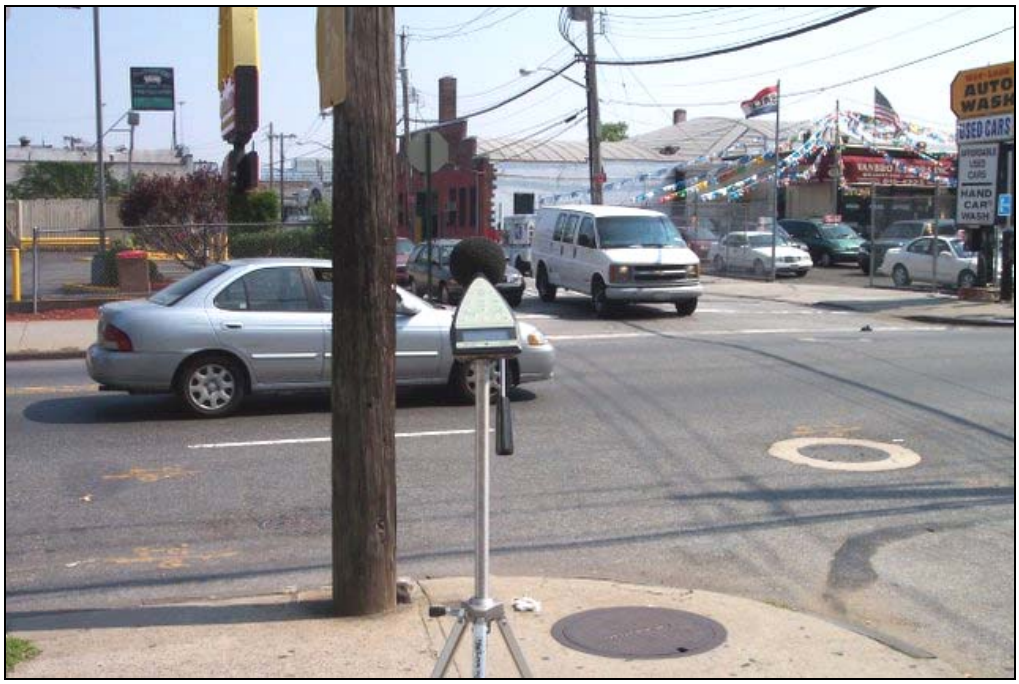


Site 1



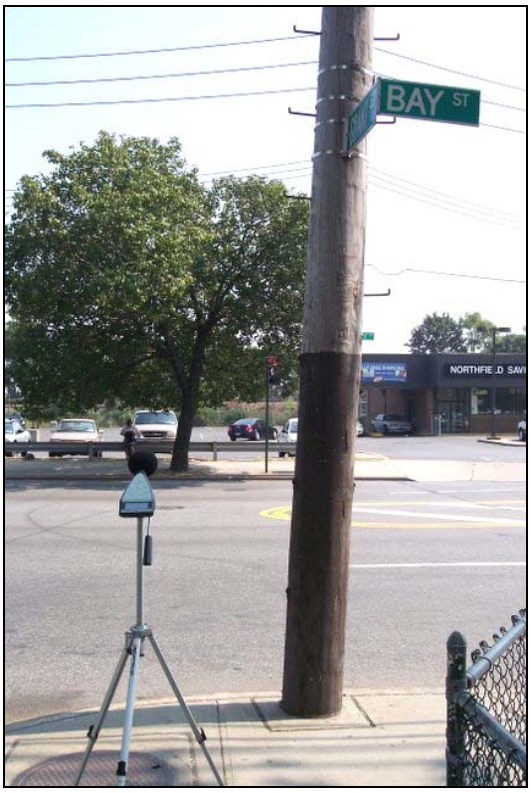
Site 2

Site 3



Site 4

Site 5



Site 6

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Broad Street
LOCATION: Loc. 10
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Broad Street (EB)					(WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2		
8:00 AM to 8:15 AM	Auto		6		5								5	63					82	14		276	
	SUV		1											8					17	5			
	Light Truck													14					21	3			
	Medium Truck		1		1									3					4	1			
	Heavy Truck													1					1				
	Bus				2								1	5					9	3			939
8:15 AM to 8:30 AM	Auto				7								7	60					89	16		264	
	SUV				3								2	14					14	3			
	Light Truck				4								1	12					12	1			
	Medium Truck																		4				
	Heavy Truck				1														1	1			
	Bus				1									5					6				982
8:30 AM to 8:45 AM	Auto		16		10								2	74					80	15		298	
	SUV		3		1								3	14					13	6			
	Light Truck		1		3									7					14	2			
	Medium Truck													1					9				
	Heavy Truck												1						9	1			
	Bus		1		1								1	7					3				1,054
8:45 AM to 9:00 AM	Auto		6		5								8	88					83	7		267	
	SUV		4										1	12					12	1			
	Light Truck		1		2								1	3					10	2			
	Medium Truck													5					3				
	Heavy Truck													4					3				
	Bus													3					3				1,105
Peak Hour Volume (PHV)			40		46								33	403					502	81		1,105	
PHV (by approach)														436					583				
Peak Hour Factor (PHF)			0.48		0.72								0.83	0.88					0.94	0.78			
Total Auto			28		27								22	285					334	52			
Total SUV			8		4								6	48					56	15			
Total Light Truck			2		9								2	36					57	8			
Total Medium Truck			1		1									9					20	1			
Total Heavy Truck					1								1	5					14	2			
Total Bus			1		4								2	20					21	3			
% Auto's			95.0%		87.0%								90.9%	91.6%					89.0%	92.6%			
% Heavy Vehicles			5.0%		13.0%								9.1%	8.4%					11.0%	7.4%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT:	**Stapleton / Homeport Redevelopment Project**
FILE NAME:	**Bay Street & Broad Street**
LOCATION:	**Loc. 10**
TIME PERIOD:	**Midday Peak Period**
COUNT DATE :	**Tuesday, March 22, 2005**
WEATHER/PAVEMENT:	**Clear**
PRINT TIME :	**11/22/05 3:08 PM**

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Broad Street* (EB)					(WB)					*Bay Street* (NB)					*Bay Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2		
12:30 PM to 12:45 PM	Auto		8		5								2	52					88	16		281	
	SUV		8		2								1	25					18	3			
	Light Truck		1											9					15	3			
	Medium Truck				2									1					10	2			
	Heavy Truck				2									1					3				
	Bus													3					1				902
12:45 PM to 1:00 PM	Auto		15		3								1	46					83	21		250	
	SUV		3		2								7	20					8	6			
	Light Truck		4										1	1					7	4			
	Medium Truck		1											1					4	2			
	Heavy Truck		1											3					1				
	Bus												1	1					3				932
1:00 PM to 1:15 PM	Auto		13		5								1	57					78	12		256	
	SUV		3		3								2	11					15	5			
	Light Truck		3		2								1	4					19	3			
	Medium Truck				2									4					3				
	Heavy Truck		1											1					1	1			
	Bus													3					3				986
1:15 PM to 1:30 PM	Auto		10		6								6	78					71	18		291	
	SUV		3		3								2	13					16	4			
	Light Truck		1		2									10					23	1			
	Medium Truck												1	9					4				
	Heavy Truck		1											1									
	Bus													4					4				1,078
Peak Hour Volume (PHV)			76		39								26	358					478	101		1,078	
PHV (by approach)														384					579				
Peak Hour Factor (PHF)			0.79		0.81								0.65	0.78					0.89	0.77			
Total Auto			46		19								10	233					320	67			
Total SUV			17		10								12	69					57	18			
Total Light Truck			9		4								2	24					64	11			
Total Medium Truck			1		4								1	15					21	4			
Total Heavy Truck			3		2									6					5	1			
Total Bus													1	11					11				
% Auto's & Taxi's			94.7%		84.6%								92.3%	91.1%					92.3%	95.0%			
% Heavy Vehicles			5.3%		15.4%								7.7%	8.9%					7.7%	5.0%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT:	**Stapleton / Homeport Redevelopment Project**
FILE NAME:	**Bay Street & Broad Street**
LOCATION:	**Loc. 10**
TIME PERIOD:	**PM Peak Period**
COUNT DATE :	**Tuesday, March 22, 2005**
WEATHER/PAVEMENT:	**Clear**
PRINT TIME :	**11/22/05 3:08 PM**

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Broad Street* (EB)					(WB)					*Bay Street* (NB)					*Bay Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2		
4:30 PM to 4:45 PM	Auto		7		5								7	70					91	16		277	
	SUV		3		2								2	23					17	7			
	Light Truck		1										1	10					6	2			
	Medium Truck													2					2	1			
	Heavy Truck																						
	Bus													1					1				857
4:45 PM to 5:00 PM	Auto		8		3								5	57					99	21		291	
	SUV		2		2								2	20					26	9			
	Light Truck		1										2	11					11				
	Medium Truck													2					3	1			
	Heavy Truck																						
	Bus													2					4				1,148
5:00 PM to 5:15 PM	Auto		8		7								15	71					113	17		321	
	SUV		2		1								3	27					27	4			
	Light Truck		1										2	11					4	2			
	Medium Truck													2									
	Heavy Truck																						
	Bus													2					2				1,152
5:15 PM to 5:30 PM	Auto		11		14								12	55					84	20		282	
	SUV		2										2	22					21	7			
	Light Truck		2		1									8					10	1			
	Medium Truck													3					1				
	Heavy Truck																						
	Bus													3					3				1,171
Peak Hour Volume (PHV)			48		35								53	402					525	108		1,171	
PHV (by approach)				83										455					633				
Peak Hour Factor (PHF)			0.80		0.58								0.66	0.89					0.90	0.87			
Total Auto			34		29								39	253					387	74			
Total SUV			9		5								9	92					91	27			
Total Light Truck			5		1								5	40					31	5			
Total Medium Truck														9					6	2			
Total Heavy Truck																							
Total Bus														8					10				
% Auto's & Taxi's			100.0%		100.0%								100.0%	95.8%					97.0%	98.1%			
% Heavy Vehicles														4.2%					3.0%	1.9%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT:	**Stapleton / Homeport Redevelopment Project**
FILE NAME:	**Bay Street & Water Street**
LOCATION:	**Loc. 7**
TIME PERIOD:	**AM Peak Period**
COUNT DATE :	**Tuesday, March 22, 2005**
WEATHER/PAVEMENT:	**Clear**
PRINT TIME :	**11/22/05 3:08 PM**

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	*Water Street* (WB) 6 L-2	(WB) 7 L-1	(WB) 8 T	(WB) 9 R-1	(WB) 10 R-2	*Bay Street* (NB) 11 L-2	(NB) 12 L-1	(NB) 13 T	(NB) 14 R-1	(NB) 15 R-2	*Bay Street* (SB) 16 L-2	(SB) 17 L-1	(SB) 18 T	(SB) 19 R-1	(SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
8:00 AM to 8:15 AM	Auto												11	67					90	7		302	
	SUV												6	22					53	3			
	Light Truck												1	2					5	1			
	Medium Truck												2	8					8	1			
	Heavy Truck												1	1					2				
	Bus													3					7	1			1,055
8:15 AM to 8:30 AM	Auto								1				13	40					70	9		234	
	SUV												6	24					37	4			
	Light Truck												1	1					2	2			
	Medium Truck													2					8				
	Heavy Truck													1					2				
	Bus												1	2					7	1			1,040
8:30 AM to 8:45 AM	Auto							1	3	3			13	66					71	19		293	
	SUV												6	26					37	6			
	Light Truck												1	3					1	2			
	Medium Truck												1	3					11	3			
	Heavy Truck													2					4	1			
	Bus												1	6					2	1			1,077
8:45 AM to 9:00 AM	Auto								3				10	72					82	13		299	
	SUV												7	44					34	7			
	Light Truck													3					2				
	Medium Truck													6					7	2			
	Heavy Truck																		2				
	Bus												1	1					2	1			1,128
Peak Hour Volume (PHV)								1	7	3			82	405					546	84		1,128	
PHV (by approach)									11					487					630				
Peak Hour Factor (PHF)								0.25	0.58	0.25			0.93	0.80					0.83	0.66			
Total Auto								1	7	3			47	245					313	48			
Total SUV													25	116					161	20			
Total Light Truck													3	9					10	5			
Total Medium Truck													3	19					34	6			
Total Heavy Truck													1	4					10	1			
Total Bus													3	12					18	4			
% Auto's								100.0%	100.0%	100.0%			91.5%	91.4%					88.6%	86.9%			
% Heavy Vehicles													8.5%	8.6%					11.4%	13.1%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	Water Street (WB) 6 L-2	Water Street (WB) 7 L-1	Water Street (WB) 8 T	Water Street (WB) 9 R-1	Water Street (WB) 10 R-2	Bay Street (NB) 11 L-2	Bay Street (NB) 12 L-1	Bay Street (NB) 13 T	Bay Street (NB) 14 R-1	Bay Street (NB) 15 R-2	Bay Street (SB) 16 L-2	Bay Street (SB) 17 L-1	Bay Street (SB) 18 T	Bay Street (SB) 19 R-1	Bay Street (SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
12:30 PM to 12:45 PM	Auto								4	1			15	80					78	11		294	
	SUV								1	1			5	31					22	3			
	Light Truck												1	10					11	2			
	Medium Truck									1			1	4					7	1			
	Heavy Truck													1					1				
	Bus													1					1				1,018
12:45 PM to 1:00 PM	Auto							3	5	3			21	68					117	32		352	
	SUV								3	2			4	16					20	11			
	Light Truck									1			1	5					12	3			
	Medium Truck													4					8				
	Heavy Truck													5						1			
	Bus												1	1					4	1			1,114
1:00 PM to 1:15 PM	Auto							3	5	3			24	60					79	18		284	
	SUV								2	1			5	23					20	3			
	Light Truck												1	6					11	2			
	Medium Truck												1	4					2				
	Heavy Truck																		2				
	Bus													2					6	1			1,162
1:15 PM to 1:30 PM	Auto								6	4			39	80					89	22		344	
	SUV								2	1			6	15					16	5			
	Light Truck								1	1			2	12					14	2			
	Medium Truck												1	5					7	3			
	Heavy Truck													2					1				
	Bus												1	2					4	1			1,274
Peak Hour Volume (PHV)								6	29	19			129	437					532	122		1,274	
PHV (by approach)									54					566					654				
Peak Hour Factor (PHF)								0.50	0.81	0.79			0.66	0.86					0.83	0.64			
Total Auto								6	20	11			99	288					363	83			
Total SUV									8	5			20	85					78	22			
Total Light Truck									1	2			5	33					48	9			
Total Medium Truck										1			3	17					24	4			
Total Heavy Truck														8					4	1			
Total Bus													2	6					15	3			
% Auto's & Taxi's								100.0%	100.0%	94.7%			96.1%	92.9%					91.9%	93.4%			
% Heavy Vehicles										5.3%			3.9%	7.1%					8.1%	6.6%			

1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.

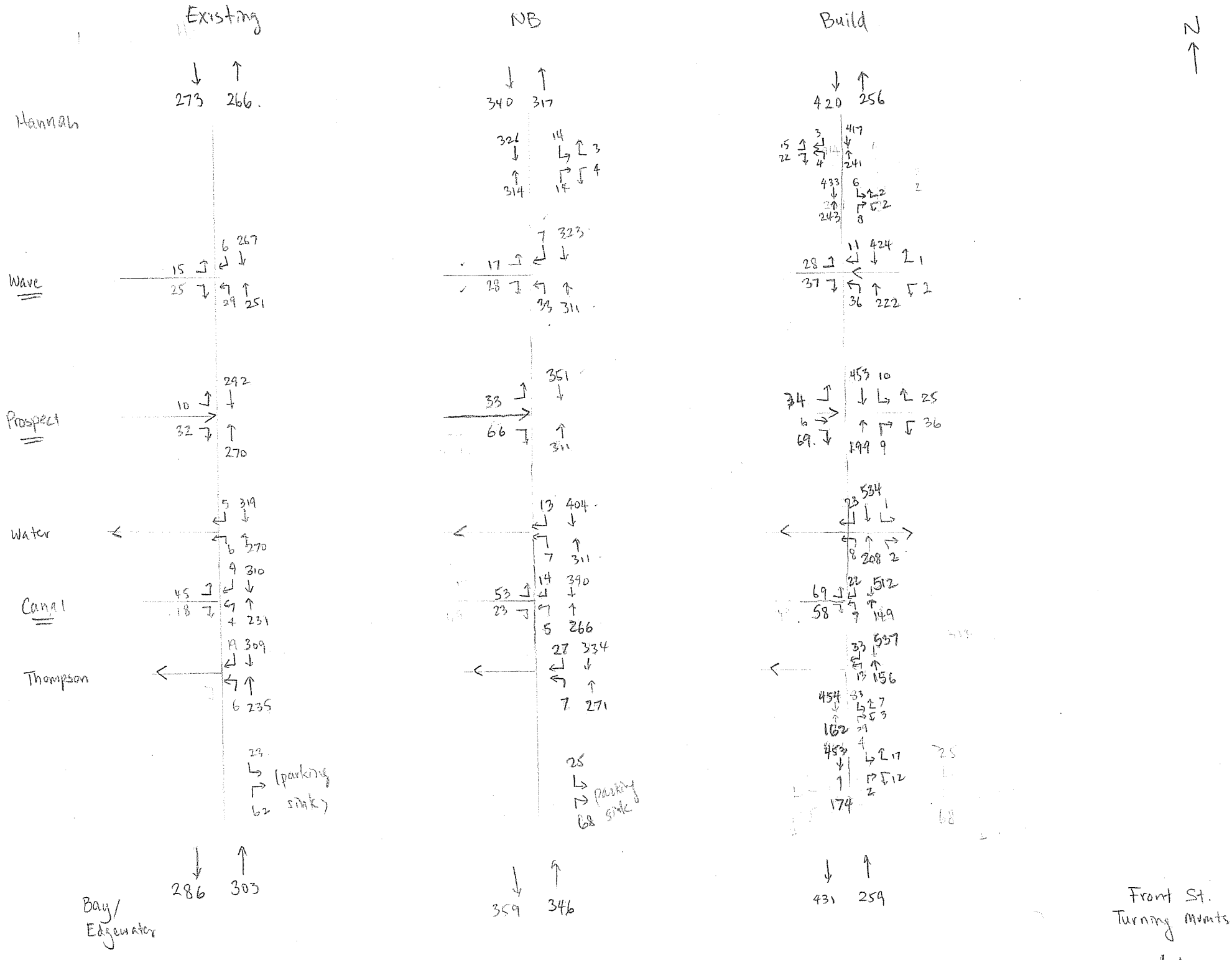
PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Bay Street & Water Street
LOCATION: Loc. 7
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 11/22/05 3:08 PM

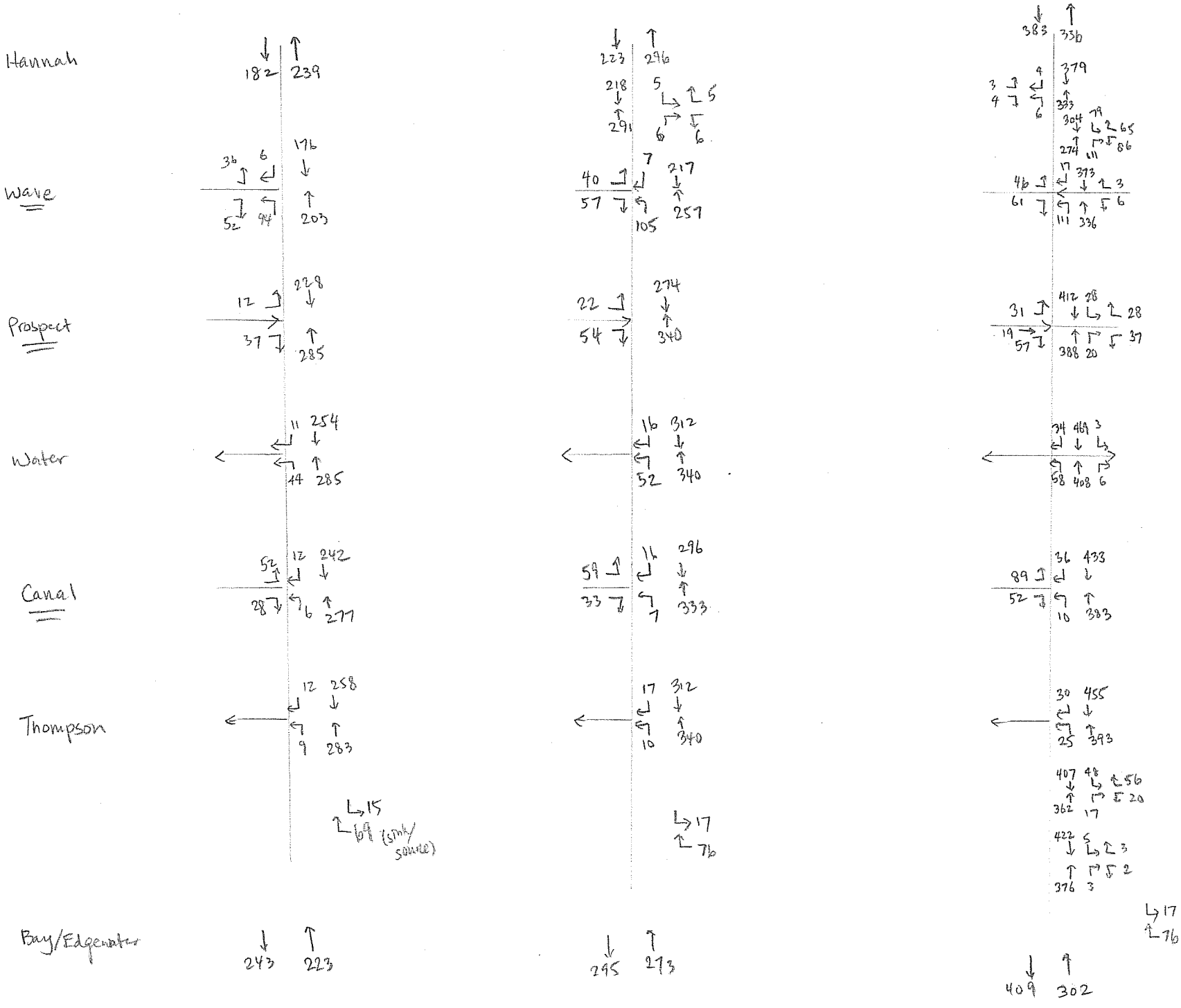
Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

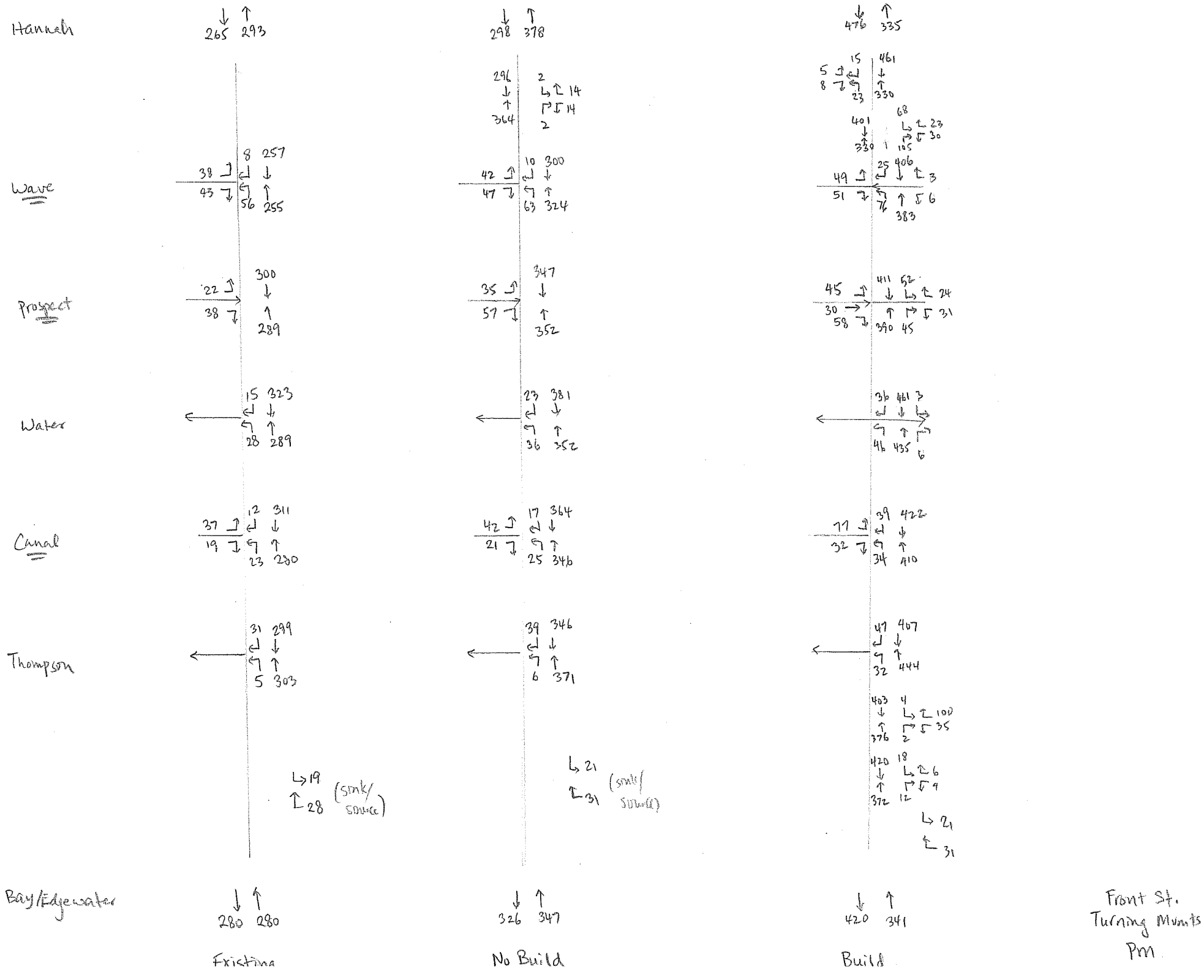
TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	(EB) 2 L-1	(EB) 3 T	(EB) 4 R-1	(EB) 5 R-2	Water Street (WB) 6 L-2	Water Street (WB) 7 L-1	Water Street (WB) 8 T	Water Street (WB) 9 R-1	Water Street (WB) 10 R-2	Bay Street (NB) 11 L-2	Bay Street (NB) 12 L-1	Bay Street (NB) 13 T	Bay Street (NB) 14 R-1	Bay Street (NB) 15 R-2	Bay Street (SB) 16 L-2	Bay Street (SB) 17 L-1	Bay Street (SB) 18 T	Bay Street (SB) 19 R-1	Bay Street (SB) 20 R-2	15 - MIN. VOLUME	HOURLY VOLUME
4:30 PM to 4:45 PM	Auto							1	3	2			27	63					102	24		300	
	SUV							1	1	2			4	10					19	4			
	Light Truck							1					1	4					9	2			
	Medium Truck												3	4					5				
	Heavy Truck													1						1			
	Bus												1	3					1	1			887
4:45 PM to 5:00 PM	Auto							1	3	2			24	51					95	22		287	
	SUV												6	14					22	4			
	Light Truck									1			3	8					11	1			
	Medium Truck									1				1					6	1			
	Heavy Truck													1									
	Bus												1	1					5	2			1,174
5:00 PM to 5:15 PM	Auto							2	4	3			26	52					111	16		294	
	SUV								1				3	23					34	3			
	Light Truck												1	3					7	2			
	Medium Truck												1							1			
	Heavy Truck																						
	Bus													1									1,131
5:15 PM to 5:30 PM	Auto							1	2	3			19	61					91	20		290	
	SUV								1	3			3	17					34	1			
	Light Truck									1				9					12	2			
	Medium Truck																		2				
	Heavy Truck																						
	Bus												3	3					2				1,171
Peak Hour Volume (PHV)								7	15	18			126	330					568	107		1,171	
PHV (by approach)									40					456					675				
Peak Hour Factor (PHF)								0.58	0.75	0.64			0.88	0.92					0.93	0.84			
Total Auto								5	12	10			96	227					399	82			
Total SUV								1	3	5			16	64					109	12			
Total Light Truck								1		2			5	24					39	7			
Total Medium Truck										1			4	5					13	2			
Total Heavy Truck														2						1			
Total Bus													5	8					8	3			
% Auto's & Taxi's								100.0%	100.0%	94.4%			92.9%	95.5%					96.3%	94.4%			
% Heavy Vehicles										5.6%			7.1%	4.5%					3.7%	5.6%			

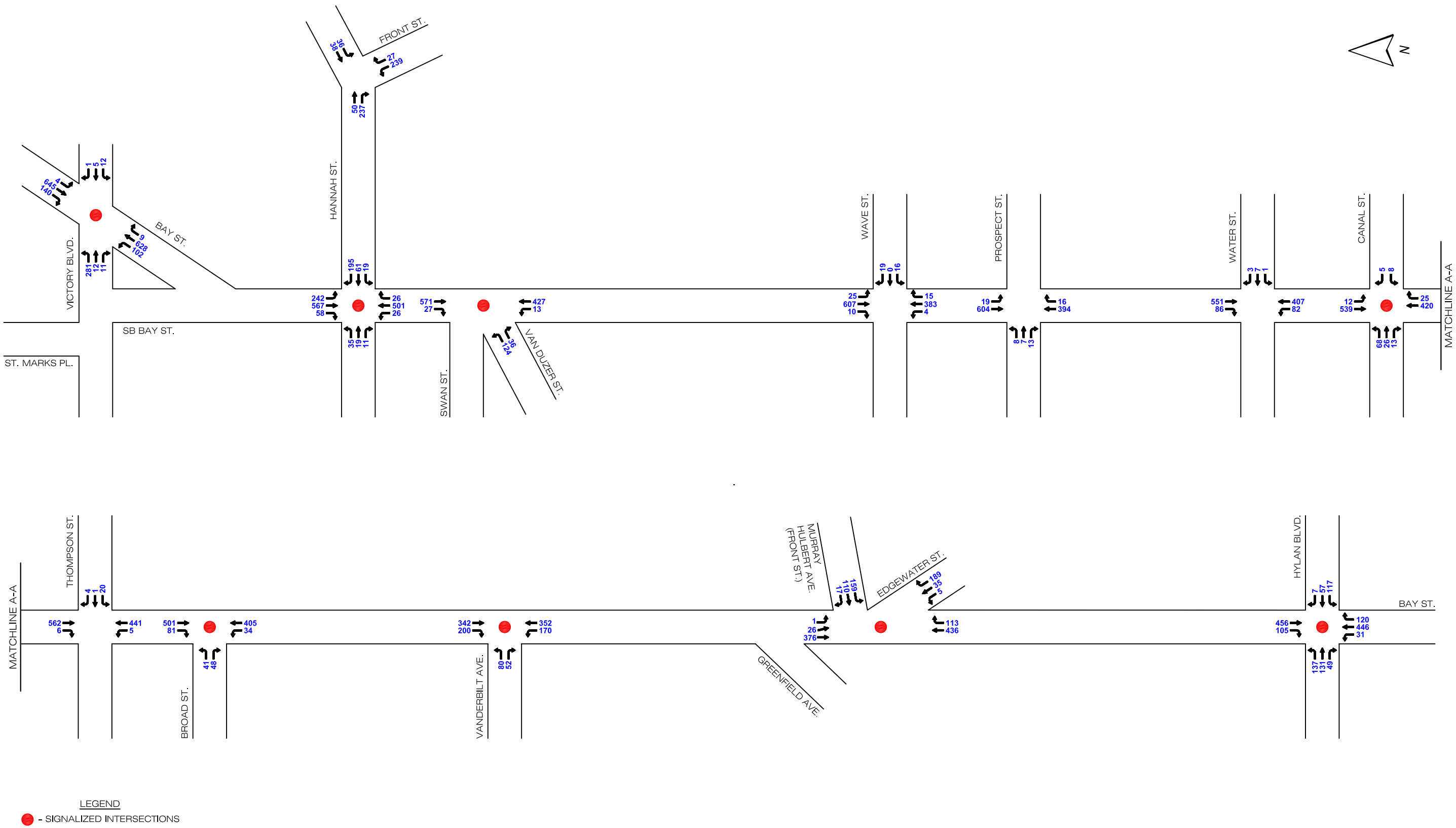
1. % Autos Accounts for Auto, SUV and Light Truck.
2. % Heavy Vehicles Accounts for Medium Truck, Heavy Truck, and Bus.


Existing
NB
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Bay/
Edgewater
273 266
340 317
420 256
286 303
359 346
431 259
(parking sink)
parking sink
Front St.
Turning Mvmts
AM



Front St.
Turning Mvmts
MT


Hannah
265 293
298 378
476 335
Wave
38 43 8 257 56 255
42 47 10 300 63 324
49 51 25 406 76 383 3 6
Prospect
22 38 300 289
35 57 347 352
45 30 58 411 52 390 45 24 31
Water
15 323 28 289
23 381 36 352
36 461 3 46 435 6
Canal
37 19 12 311 23 230
42 21 17 364 25 346
71 32 39 422 34 410
Thompson
31 299 5 303
39 346 6 371
47 407 32 444
19 28 (sink/source)
21 31 (sink/source)
Bay/Edgewater
280 280
326 347
420 341
Existing
No Build
Build
Front St.
Turning Movmts
PM



NOTE: NOT TO SCALE

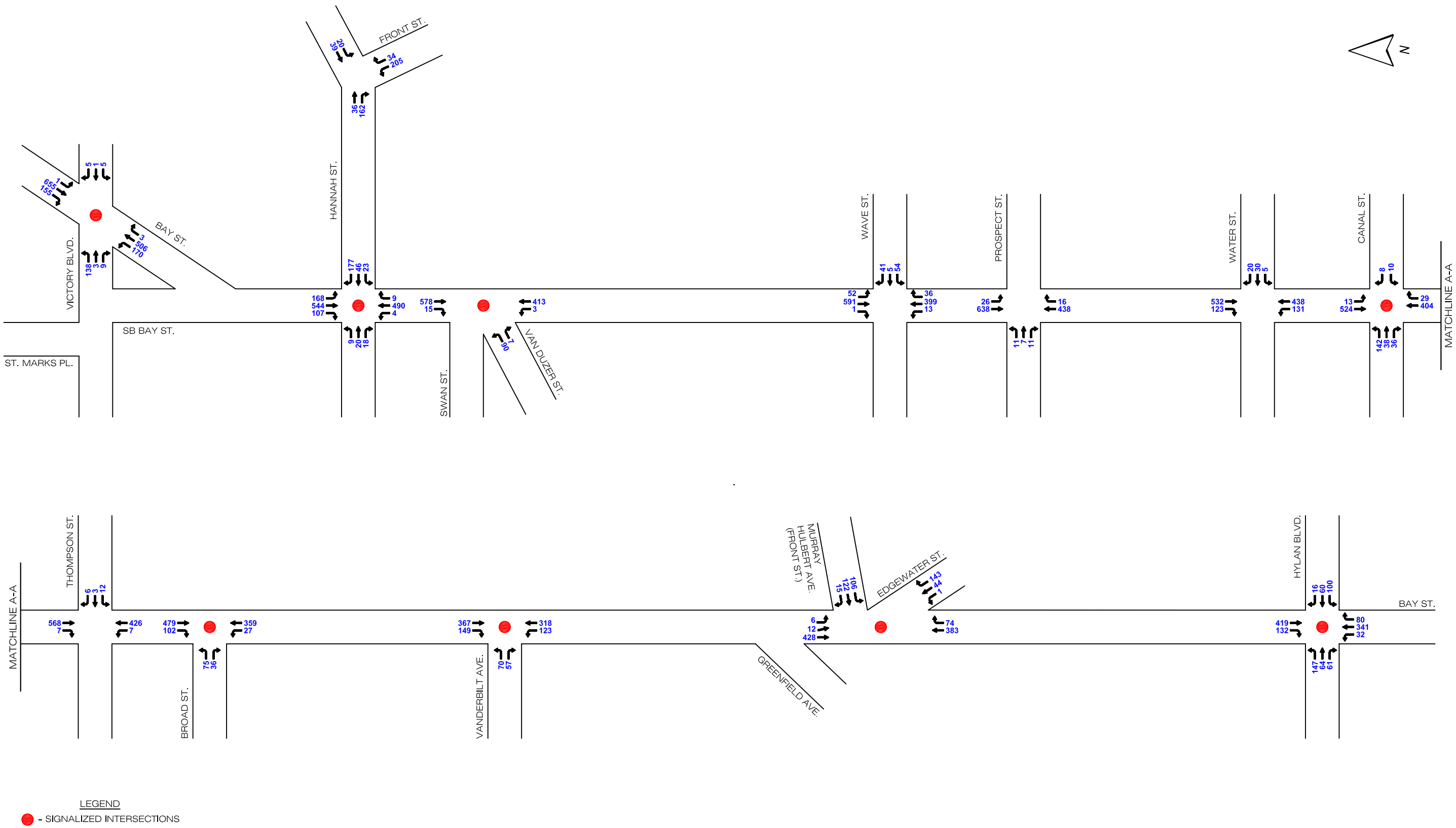
Eng-Wong, Taub & Associates

Traffic and Transportation Consultants

Figure X-X

AM Existing Traffic Volumes

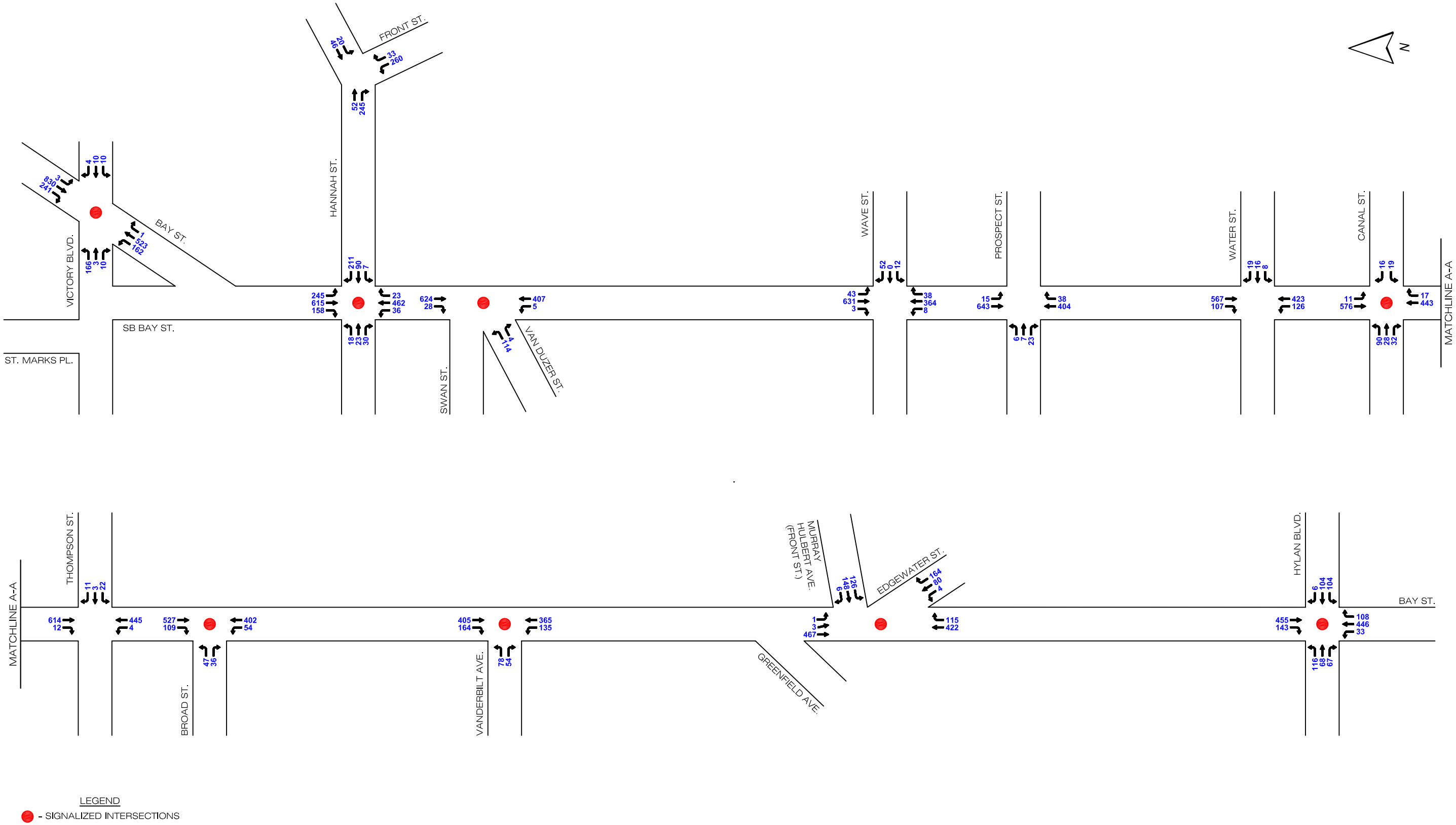
Stapleton Watefront Design and Development Services



NOTE: NOT TO SCALE

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants

Figure X-X
Midday Existing Traffic Volumes
Stapleton Watefront Design and Development Services



NOTE: NOT TO SCALE

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants

Figure X-X
PM Existing Traffic Volumes
Stapleton Watefront Design and Development Services

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs

Weekday AM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.4	20.57						
Clifton	-	Virginia	268.8	9.0	0.0	20.36						
Virginia	-	Church	280.4	6.0	0.0	31.86						
Church	-	Sylvaton	178.6	4.0	0.0	30.44						
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28						
Chestnut	-	Lynhurst	317.7	7.0	0.0	30.94						
Lynhurst	-	Willow	308.8	8.0	0.0	26.32	18.0	20.9	8.0	8.9	26.32	23.74
Willow	-	Murray / Hulbert	223.5	32.0	19.3	4.76	28.9	30.4	32.0	32.5	4.76	4.70
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	7.0	0.0	44.35						
Townsend	-	Norwood	161.3	4.0	0.0	27.49						
Norwood	-	Vanderbilt	272.2	10.0	0.0	18.56	13.5	14.3	10.0	10.2	18.56	18.12
Vanderbilt	-	Broad	1338.4	26.0	0.5	35.10	14.3	15.7	26.0	26.4	35.10	34.54
Broad	-	Thompson	154.1	5.0	0.0	21.01	8.8	9.2	5.0	5.1	21.01	20.52
Thompson	-	Canal	274	10.0	2.0	18.68	14.8	16.2	10.0	10.4	18.68	17.93
Canal	-	Water	175.3	9.0	1.3	13.28	8.7	9.0	9.0	9.1	13.28	13.15
Water	-	Union	213.2	8.0	0.6	18.17						
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	9.0	9.0	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49						
Sands	-	Wave	201.3	6.0	1.4	22.88	8.9	9.3	6.0	6.1	22.88	22.43
Wave	-	Baltic	618.6	25.0	2.4	16.87						
Baltic	-	Clinton	264.4	11.0	7.9	16.39						
Clinton	-	Swan	1211.1	35.0	11.9	23.59	12.8	13.8	35.0	35.3	23.59	23.39
Swan	-	Hannah	318	10.0	0.0	21.68	13.0	13.8	10.0	10.2	21.68	21.17
Hannah	-	Victory	680	19.0	1.4	24.40	30.7	82.5	19.0	34.5	24.40	13.42

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	23.0	7.0	20.93	10.8	11.1	23.0	23.1	20.93	20.84
Hannah	-	Swan	295	7.0	0.0	28.72	12.3	13.0	7.0	7.2	28.72	27.89
Swan	-	Clinton	1,258	39.0	12.9	21.99						
Clinton	-	Baltic	284	8.0	0.0	24.24						
Baltic	-	Wave	592	14.0	0.0	28.83	8.3	8.5	14.0	14.1	28.83	28.71
Wave	-	Sands	209	4.0	0.0	35.69						
Sands	-	Prospect	231	6.0	0.6	26.26	8.7	9.2	6.0	6.2	26.26	25.62
Prospect	-	Union	235	24.0	15.1	6.66						
Union	-	Water	248	6.0	0.0	28.20	0.0	0.0	6.0	6.0	28.20	28.20
Water	-	Canal	260	13.0	7.6	13.65	12.3	13.0	13.0	13.2	13.65	13.44
Canal	-	Thompson	266	11.0	4.6	16.49	0.0	0.0	11.0	11.0	16.49	16.49
Thompson	-	Broad	121	8.0	0.0	10.30	15.8	18.3	8.0	8.8	10.30	9.42
Broad	-	Vanderbilt	1,348	38.0	12.2	24.18	13.6	15.4	38.0	38.5	24.18	23.84
Vanderbilt	-	Norwood	289	7.0	0.0	28.16						
Norwood	-	Townsend	165	4.0	0.0	28.11						
Townsend	-	Greenfield	312	23.0	8.1	9.26						
Greenfield	-	Murray / Hubert	201	18.0	18.6	7.61	34.8	51.9	18.0	23.1	7.61	5.92
Murray / Hubert	-	Willow	607	13.0	0.0	31.84	15.0	22.4	13.0	15.2	31.84	27.19
Willow	-	Lynhurst	361	7.0	0.0	35.15						
Lynhurst	-	Chestnut	274	6.0	0.0	31.18						
Chestnut	-	Sylvaton	380	8.0	0.0	32.38						
Sylvaton	-	Church	187	10.0	4.9	12.74						
Church	-	Virginia	249	18.0	7.4	9.42						
Virginia	-	Clifton	253	8.0	0.0	21.53						
Clifton	-	Hylan	362	10.0	2.2	24.68	23.6	25.9	10.0	10.7	24.68	23.09

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	31.0	3.3	7.96						
Clifton	-	Virginia	268.8	26.0	22.5	7.05						
Virginia	-	Church	280.4	7.0	0.0	27.31						
Church	-	Sylvaton	178.6	4.0	0.0	30.44						
Sylvaton	-	Chestnut	331.8	12.0	1.8	18.85						
Chestnut	-	Lynhurst	317.7	5.0	0.0	43.32						
Lynhurst	-	Willow	308.8	31.0	9.8	6.79	16.3	18.1	31.0	31.5	6.79	6.68
Willow	-	Murray / Hulbert	223.5	38.0	20.0	4.01	45.0	67.0	38.0	44.6	4.01	3.42
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	6.0	0.0	51.74						
Townsend	-	Norwood	161.3	4.0	0.0	27.49						
Norwood	-	Vanderbilt	272.2	17.0	0.0	10.92	14.2	17.2	17.0	17.9	10.92	10.37
Vanderbilt	-	Broad	1338.4	51.0	26.1	17.89	15.0	18.8	51.0	52.1	17.89	17.50
Broad	-	Thompson	154.1	7.0	0.0	15.01	9.2	10.0	7.0	7.2	15.01	14.51
Thompson	-	Canal	274	26.0	13.4	7.19	15.2	17.4	26.0	26.7	7.19	7.01
Canal	-	Water	175.3	13.0	2.9	9.19	11.3	13.0	13.0	13.5	9.19	8.85
Water	-	Union	213.2	19.0	8.3	7.65						
Union	-	Prospect	342.7	14.0	2.5	16.69	0.0	0.0	14.0	14.0	16.69	16.69
Prospect	-	Sands	189.8	9.0	0.0	14.38						
Sands	-	Wave	201.3	7.0	0.6	19.61	9.6	10.7	7.0	7.3	19.61	18.72
Wave	-	Baltic	618.6	22.0	0.0	19.17						
Baltic	-	Clinton	264.4	17.0	8.8	10.60						
Clinton	-	Swan	1211.1	33.0	5.8	25.02	11.8	12.7	33.0	33.3	25.02	24.82
Swan	-	Hannah	318	12.0	0.0	18.07	12.3	12.8	12.0	12.2	18.07	17.85
Hannah	-	Victory	680	30.0	10.6	15.45	31.0	37.6	30.0	32.0	15.45	14.50

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	34.0	13.7	14.16	11.4	11.8	34.0	34.1	14.16	14.11
Hannah	-	Swan	295	10.0	1.6	20.11	12.7	13.4	10.0	10.2	20.11	19.69
Swan	-	Clinton	1,258	32.0	5.1	26.80						
Clinton	-	Baltic	284	7.0	0.0	27.70						
Baltic	-	Wave	592	26.0	8.1	15.52	8.6	9.3	26.0	26.2	15.52	15.40
Wave	-	Sands	209	6.0	0.7	23.80						
Sands	-	Prospect	231	11.0	0.0	14.32	9.0	10.4	11.0	11.4	14.32	13.80
Prospect	-	Union	235	33.0	24.1	4.85						
Union	-	Water	248	8.0	0.0	21.15	0.0	0.0	8.0	8.0	21.15	21.15
Water	-	Canal	260	6.0	0.0	29.58	12.1	12.7	6.0	6.2	29.58	28.72
Canal	-	Thompson	266	7.0	0.0	25.92	0.0	0.0	7.0	7.0	25.92	25.92
Thompson	-	Broad	121	27.0	0.0	3.05	16.6	19.2	27.0	27.8	3.05	2.97
Broad	-	Vanderbilt	1,348	38.0	27.0	24.18	14.5	16.2	38.0	38.5	24.18	23.86
Vanderbilt	-	Norwood	289	8.0	0.0	24.64						
Norwood	-	Townsend	165	5.0	0.0	22.49						
Townsend	-	Greenfield	312	14.0	0.0	15.21						
Greenfield	-	Murray / Hubert	201	8.0	8.7	17.11	33.0	42.3	8.0	10.8	17.11	12.69
Murray / Hubert	-	Willow	607	34.0	14.4	12.17	16.0	21.2	34.0	35.6	12.17	11.64
Willow	-	Lynhurst	361	11.0	0.0	22.37						
Lynhurst	-	Chestnut	274	9.0	0.0	20.79						
Chestnut	-	Sylvaton	380	10.0	0.0	25.90						
Sylvaton	-	Church	187	14.0	5.4	9.10						
Church	-	Virginia	249	9.0	0.7	18.85						
Virginia	-	Clifton	253	32.0	6.1	5.38						
Clifton	-	Hylan	362	35.0	24.7	7.05	17.9	19.1	35.0	35.4	7.05	6.98

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday PM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.0	20.57						
Clifton	-	Virginia	268.8	26.0	14.3	7.05						
Virginia	-	Church	280.4	7.0	0.0	27.31						
Church	-	Sylvaton	178.6	3.0	0.0	40.59						
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28						
Chestnut	-	Lynhurst	317.7	11.0	0.0	19.69						
Lynhurst	-	Willow	308.8	25.0	18.3	8.42	17.2	19.4	25.0	25.7	8.42	8.21
Willow	-	Murray / Hulbert	223.5	40.0	21.6	3.81	46.3	66.0	40.0	45.9	3.81	3.32
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59						
Greenfield	-	Townsend	455.3	6.0	0.0	51.74						
Townsend	-	Norwood	161.3	3.0	0.0	36.66						
Norwood	-	Vanderbilt	272.2	16.0	5.4	11.60	20.7	33.9	16.0	20.0	11.60	9.30
Vanderbilt	-	Broad	1338.4	57.0	25.3	16.01	15.6	24.2	57.0	59.6	16.01	15.32
Broad	-	Thompson	154.1	6.0	0.0	17.51	9.3	10.0	6.0	6.2	17.51	16.92
Thompson	-	Canal	274	17.0	7.6	10.99	15.3	18.4	17.0	17.9	10.99	10.42
Canal	-	Water	175.3	16.0	7.4	7.47	10.2	11.1	16.0	16.3	7.47	7.35
Water	-	Union	213.2	37.0	26.3	3.93						
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	9.0	9.0	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49						
Sands	-	Wave	201.3	4.0	0.0	34.31	9.2	10.1	4.0	4.3	34.31	32.14
Wave	-	Baltic	618.6	16.0	0.0	26.36						
Baltic	-	Clinton	264.4	36.0	25.1	5.01						
Clinton	-	Swan	1211.1	25.0	0.0	33.03	11.7	13.0	25.0	25.4	33.03	32.52
Swan	-	Hannah	318	7.0	0.0	30.97	12.3	13.1	7.0	7.2	30.97	29.95
Hannah	-	Victory	680	47.0	27.0	9.86	26.8	51.4	47.0	54.4	9.86	8.53

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Victory	-	Hannah	706	22.0	4.8	21.88	11.3	11.7	22.0	22.1	21.88	21.76
Hannah	-	Swan	295	11.0	0.0	18.28	12.3	12.9	11.0	11.2	18.28	17.98
Swan	-	Clinton	1,258	35.0	5.8	24.50						
Clinton	-	Baltic	284	8.0	0.0	24.24						
Baltic	-	Wave	592	15.0	0.0	26.91	8.5	9.1	15.0	15.2	26.91	26.59
Wave	-	Sands	209	5.0	0.0	28.55						
Sands	-	Prospect	231	7.0	0.0	22.51	8.9	10.8	7.0	7.6	22.51	20.81
Prospect	-	Union	235	12.0	0.3	13.32						
Union	-	Water	248	8.0	1.8	21.15	0.0	0.0	8.0	8.0	21.15	21.15
Water	-	Canal	260	7.0	0.0	25.35	12.3	12.8	7.0	7.2	25.35	24.82
Canal	-	Thompson	266	6.0	0.0	30.24	0.0	0.0	6.0	6.0	30.24	30.24
Thompson	-	Broad	121	16.0	5.4	5.15	15.9	17.5	16.0	16.5	5.15	5.00
Broad	-	Vanderbilt	1,348	28.0	5.6	32.81	13.4	14.3	28.0	28.3	32.81	32.50
Vanderbilt	-	Norwood	289	6.0	0.0	32.85						
Norwood	-	Townsend	165	4.0	0.0	28.11						
Townsend	-	Greenfield	312	15.0	7.8	14.20						
Greenfield	-	Murray / Hubert	201	21.0	13.1	6.52	34.0	37.6	21.0	22.1	6.52	6.20
Murray / Hubert	-	Willow	607	16.0	0.0	25.87	16.7	19.7	16.0	16.9	25.87	24.49
Willow	-	Lynhurst	361	10.0	0.6	24.61						
Lynhurst	-	Chestnut	274	7.0	0.0	26.73						
Chestnut	-	Sylvaton	380	10.0	0.6	25.90						
Sylvaton	-	Church	187	4.0	0.0	31.86						
Church	-	Virginia	249	8.0	0.0	21.20						
Virginia	-	Clifton	253	44.0	0.0	3.91						
Clifton	-	Hylan	362	17.0	15.0	14.52	24.1	26.3	17.0	17.7	14.52	13.98

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday AM

EASTBOUND Broad St. between Van Duzer St.and Bay St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	60.0	29.7	4.71						
Targee	-	Gordon	317.4	9.0	0.0	24.05						
Gordon	-	Cedar	716.5	20.0	0.0	24.43						
Cedar	-	Canal	274.7	40.0	15.7	4.68						
Canal	-	Quinn	287.2	9.0	0.0	21.76						
Quinn	-	Wright	359.6	10.0	0.0	24.52						
Wright	-	Brownell	414.5	11.0	0.0	25.69						
Brownell	-	Bay	224.2	50.0	29.8	3.06	33.5	35.1	50.0	50.5	3.06	3.03

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98						
Brownell	-	Wright	444.3	14.0	0.0	21.64						
Wright	-	Quinn	337.5	10.0	0.0	23.01						
Quinn	-	Canal	296.2	9.0	0.0	22.44						
Canal	-	Cedar	211.4	6.0	0.0	24.02						
Cedar	-	Gordon	760.5	35.0	0.0	14.81						
Gordon	-	Targee	320.7	41.0	37.8	5.33						
Targee	-	Van Duzer	414	16.0	11.3	17.64						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

EASTBOUND Broad St. between Van Duzer St.and Bay St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	22.0	1.5	12.83						
Targee	-	Gordon	317.4	8.0	0.0	27.05						
Gordon	-	Cedar	716.5	22.0	0.7	22.21						
Cedar	-	Canal	274.7	10.0	0.3	18.73						
Canal	-	Quinn	287.2	8.0	0.0	24.48						
Quinn	-	Wright	359.6	9.0	0.0	27.24						
Wright	-	Brownell	414.5	11.0	0.0	25.69						
Brownell	-	Bay	224.2	43.0	14.0	3.55	22.3	23.2	43.0	43.3	3.55	3.53

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	13.0	0.5	11.76						
Brownell	-	Wright	444.3	11.0	0.0	27.54						
Wright	-	Quinn	337.5	10.0	0.0	23.01						
Quinn	-	Canal	296.2	17.0	2.0	11.88						
Canal	-	Cedar	211.4	11.0	0.0	13.10						
Cedar	-	Gordon	760.5	29.0	2.0	17.88						
Gordon	-	Targee	320.7	12.0	0.0	18.22						
Targee	-	Van Duzer	414	40.0	16.5	7.06						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday PM

EASTBOUND Broad St. between Van Duzer St.and Bay St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Van Duzer	-	Targee	414.1	68.0	28.7	4.15						
Targee	-	Gordon	317.4	9.0	0.0	24.05						
Gordon	-	Cedar	716.5	20.0	0.0	24.43						
Cedar	-	Canal	274.7	6.0	0.0	31.22						
Canal	-	Quinn	287.2	8.0	0.0	24.48						
Quinn	-	Wright	359.6	12.0	2.7	20.43						
Wright	-	Brownell	414.5	18.0	0.0	15.70						
Brownell	-	Bay	224.2	17.0	10.3	8.99	31.9	32.6	17.0	17.2	8.99	8.88

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98						
Brownell	-	Wright	444.3	13.0	0.0	23.30						
Wright	-	Quinn	337.5	13.0	0.0	17.70						
Quinn	-	Canal	296.2	21.0	7.3	9.62						
Canal	-	Cedar	211.4	13.0	0.0	11.09						
Cedar	-	Gordon	760.5	25.0	9.7	20.74						
Gordon	-	Targee	320.7	55.0	40.7	3.98						
Targee	-	Van Duzer	414	32.0	11.5	8.82						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday AM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	12.0	0.0	21.13						
Jackson	-	Van Duzer	302.7	30.0	9.2	6.88						
Van Duzer	-	Union	767.3	24.0	0.0	21.80						
Union	-	Bay	449.1	50.0	67.2	6.12						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	31.0	10.7	10.71	22.4	32.1	31.0	33.9	10.71	9.79
Bay	-	Union	449.1	21.0	0.0	14.58						
Union	-	Van Duzer	764.9	48.0	28.8	10.87						
Van Duzer	-	Jackson	377.9	13.0	0.0	19.82						
Jackson	-	St. Pauls	372	13.0	8.8	19.51						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	14.0	0.0	18.11						
Jackson	-	Van Duzer	302.7	34.0	18.2	6.07						
Van Duzer	-	Union	767.3	22.0	0.0	23.78						
Union	-	Bay	449.1	43.0	3.6	7.12						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	64.0	46.0	5.19	21.2	50.8	64.0	72.9	5.19	4.56
Bay	-	Union	449.1	18.0	0.0	17.01						
Union	-	Van Duzer	764.9	24.0	0.0	21.73						
Van Duzer	-	Jackson	377.9	12.0	0.0	21.47						
Jackson	-	St. Pauls	372	40.0	33.8	6.34						

(These 3 columns are directly input from speed input spreadsheet)

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(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday PM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
St. Pauls	-	Jackson	371.9	21.0	0.0	12.07						
Jackson	-	Van Duzer	302.7	28.0	22.0	7.37						
Van Duzer	-	Union	767.3	26.0	0.0	20.12						
Union	-	Bay	449.1	11.0	0.0	27.84						

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Front	-	Bay	487.1	69.0	45.2	4.81	26.1	82.6	69.0	86.0	4.81	3.86
Bay	-	Union	449.1	19.0	0.0	16.12						
Union	-	Van Duzer	764.9	55.0	22.2	9.48						
Van Duzer	-	Jackson	377.9	15.0	0.8	17.18						
Jackson	-	St. Pauls	372	36.0	14.5	7.05						

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday AM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92						
Thompson	-	Canal	225.7	5.0	0.0	30.78						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	20.0	0.0	13.79						
Wave	-	Hannah	2547	58.0	0.0	29.94	14.3	17.6	58.0	59.0	29.94	29.44

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	64.0	0.0	27.14						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	6.0	0.0	33.93						
Thompson	-	Edgewater	2,458	65.0	5.3	25.78	51.3	71.5	65.0	71.1	25.78	23.58

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday MD

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	52.0	0.0	32.23						
Thompson	-	Canal	225.7	6.0	0.0	25.65						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	8.0	0.0	34.48						
Wave	-	Hannah	2547	66.0	0.0	26.31	12.4	14.5	66.0	66.6	26.31	26.06

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
L I N K			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	58.0	0.0	29.94						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	16.0	0.0	12.72						
Thompson	-	Edgewater	2,458	56.0	12.3	29.93	37.1	44.1	56.0	58.1	29.93	28.85

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**

Weekday PM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92						
Thompson	-	Canal	225.7	5.0	0.0	30.78						
Canal	-	Union	173.3	4.0	0.0	29.54						
Water	-	Prospect	512.4	10.0	0.0	34.94						
Prospect	-	Wave	404.6	7.0	0.0	39.41						
Wave	-	Hannah	2547	66.0	23.5	26.31	14.6	20.0	66.0	67.6	26.31	25.68

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)		ESTIMATED RUN TIMES (sec)		EXISTING AND FUTURE RUN SPEEDS	
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Existing (5)	No Build 2015	Existing (mph)	No Build 2015 (mph)
Hannah	-	Wave	2547.2	52.0	0.0	33.40						
Wave	-	Prospect	420.6	8.0	0.0	35.85						
Prospect	-	Water	555.7	11.0	0.0	34.44						
Water	-	Jackson	149.6	4.0	0.0	25.50						
Canal	-	Thompson	298.6	14.0	0.0	14.54						
Thompson	-	Edgewater	2,458	77.0	0.0	21.77	57.5	77.2	77.0	82.9	21.77	20.21

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"
(6) Difference of (future scenario - existing delay)*(0.3)
(6.8) Mitigation not required ***bold italicize***

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.1
LOCATION: Bay Street @ Victory Boulevard
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:51 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Victory Boulevard (EB)					Victory Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM	Auto		52	2						1			8	68	2			1	77	18		257		
to	Truck		1										1	5										
6:45 AM	Bus		8											1					4	8			257	
6:45 AM	Auto		54	1									7	99				1	110	26		333		
to	Truck		1										2	4					1					
7:00 AM	Bus		10										1	6					5	5			590	
7:00 AM	Auto		51	3				1	1				13	118				2	91	13		327		
to	Truck												1						4					
7:15 AM	Bus		8										1	8					4	8			917	
7:15 AM	Auto		49	2	1								22	88	2			2	119	26		334		
to	Truck		1										2	4					3	1				
7:30 AM	Bus												1	5					6				1,251	
7:30 AM	Auto		57	1	1								16	109	1				136	28		395		
to	Truck												3						5					
7:45 AM	Bus		9										7	9					5	8			1,389	
7:45 AM	Auto		59										13	136				1	132	33		409		
to	Truck												1	1					4	1				
8:00 AM	Bus		7										1	4					8	6			1,465	
8:00 AM	Auto		68	1	1								23	139				1	105	30		418		
to	Truck		1										3	7					6	1				
8:15 AM	Bus		11											7					7	7			1,556	
8:15 AM	Auto		53	2	3				1				18	112	3			2	124	33		388		
to	Truck												1	2					8	1				
8:30 AM	Bus		9										1	6					3	6			1,610	
8:30 AM	Auto		60	5	1			3	2	1			24	150	3			1	89	23		408		
to	Truck		3						1					4	1				8	1				
8:45 AM	Bus		9											8					3	8			1,623	
8:45 AM	Auto		49	4	3			6	1				25	158	2				115	21		415		
to	Truck												3	5					1					
9:00 AM	Bus		8											7					3	4			1,629	
9:00 AM	Auto		51	1	1			3	1	1			35	154	8			1	94	21		415		
to	Truck		1										3	9					3	1				
9:15 AM	Bus		8											6					4	9			1,626	
9:15 AM	Auto		45	2				4		1			26	117	1			1	99	23		356		
to	Truck			1						1			3	8	1				7					
9:30 AM	Bus		7											2					3	4			1,594	1,629
Peak Hour Volume (PHV)			271	12	8			9	5	1			98	605	9			4	472	135		1,629		
PHV (by approach)				291					15					712					611					
Peak Hour Factor (PHF)		#DIV/0!	0.85	0.60	0.67	#DIV/0!	#DIV/0!	0.38	0.42	0.25	#DIV/0!	#DIV/0!	0.88	0.89	0.56	#DIV/0!	#DIV/0!	0.50	0.87	0.84	#DIV/0!			
Total Autos			230	12	8			9	4	1			90	559	8			4	433	107				
Total Trucks			4						1				7	18	1				23	3				
Total Buses			37										1	28					16	25				
% Auto		#DIV/0!	84.9%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	80.0%	100.0%	#DIV/0!	#DIV/0!	91.8%	92.4%	88.9%	#DIV/0!	#DIV/0!	100.0%	91.7%	79.3%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	15.1%			#DIV/0!	#DIV/0!		20.0%		#DIV/0!	#DIV/0!	8.2%	7.6%	11.1%	#DIV/0!	#DIV/0!		8.3%	20.7%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.1
LOCATION: Bay Street @ Victory Boulevard
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:51 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Victory Boulevard (EB)					Victory Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto		28						1	1			27	81				1	95	26		284		
to	Truck												2	2					5	1				
11:45 AM	Bus		4											3					1	6			284	
11:45 AM	Auto		26	1	3								29	92					93	28		304		
to	Truck												6	3					3	2				
12:00 PM	Bus		7											3					3	5			588	
12:00 PM	Auto		25		1								28	88					114	33		318		
to	Truck												3	2					6	2				
12:15 PM	Bus		4											3					3	6			906	
12:15 PM	Auto		24						1				36	81				1	105	30		303		
to	Truck												2	2					2					
12:30 PM	Bus		4											3					3	7			1,209	
12:30 PM	Auto		22	1	2				1				16	82					106	23		281		
to	Truck		1										1	4					4	1				
12:45 PM	Bus		5											5					1	6			1,206	
12:45 PM	Auto		21	1	1			2		1			33	95					112	26		319		
to	Truck		1										3	3					3	1				
1:00 PM	Bus		6											2					4	4			1,221	
1:00 PM	Auto		39	1	3			1		1			41	81	1				108	35		354		
to	Truck									1			2	7					9					
1:15 PM	Bus		3											7					7	7			1,257	
1:15 PM	Auto		35		1			1		2			29	91	1			1	89	38		316		
to	Truck												5	7					3	1				
1:30 PM	Bus													2					3	7			1,270	
1:30 PM	Auto		25	2	2					1			37	81					92	27		291		
to	Truck		1											1					4	1				
1:45 PM	Bus		4											3					3	7			1,280	
1:45 PM	Auto		30		1			2		2			42	115	4			1	104	32		364		
to	Truck												2	8					2					
2:00 PM	Bus		8											3					3	5			1,325	1,378
2:00 PM	Auto		28	1	2				2	1			31	109	1				122	35		363		
to	Truck													4					5	2				
2:15 PM	Bus		4											5					4	7			1,334	
2:15 PM	Auto		14		1			1					43	128				1	109	33		360		
to	Truck		1										1	3					6	2				
2:30 PM	Bus		4											1					4	8			1,378	
Peak Hour Volume (PHV)			133	3	7			4	1	5			130	386	2			1	449	149		1,270		
PHV (by approach)				143					10					518					599					
Peak Hour Factor (PHF)		#DIV/0!	0.79	0.75	0.58	#DIV/0!	#DIV/0!	0.50	0.25	0.63	#DIV/0!	#DIV/0!	0.76	0.97	0.50	#DIV/0!	#DIV/0!	0.25	0.91	0.81	#DIV/0!			
Total Autos			117	3	7			4	1	4			119	349	2			1	415	122				
Total Trucks			2							1			11	21					19	3				
Total Buses			14											16					15	24				
% Auto		#DIV/0!	88.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	80.0%	#DIV/0!	#DIV/0!	91.5%	90.4%	100.0%	#DIV/0!	#DIV/0!	100.0%	92.4%	81.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	12.0%			#DIV/0!	#DIV/0!			20.0%	#DIV/0!	#DIV/0!	8.5%	9.6%		#DIV/0!	#DIV/0!		7.6%	18.1%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.1
LOCATION: Bay Street @ Victory Boulevard
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:51 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Victory Boulevard (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Victory Boulevard (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM	Auto		21		1			1	4	1			42	125	1			1	148	49		424		
to	Truck												1	4					1					
4:15 PM	Bus		5											5					4	10			424	
4:15 PM	Auto		20	1	1			1	1	1			42	100					104	27		325		
to	Truck									1				3					3					
4:30 PM	Bus		4											5					6	5			749	
4:30 PM	Auto		33	1				2	6				38	126	1			3	134	26		398		
to	Truck		2	1									1	4					2					
4:45 PM	Bus		2											2					3	11			1,147	
4:45 PM	Auto		38		2			3		2			32	116					169	57		454		
to	Truck												1	3					1					
5:00 PM	Bus		6											5					8	11			1,601	
5:00 PM	Auto		29		5					2			45	129					182	64		475		
to	Truck			1									1	2					1	1				
5:15 PM	Bus		6											5						2			1,652	
5:15 PM	Auto		38		1			2	3				38	108					146	48		413		
to	Truck		2						1															
5:30 PM	Bus		4											4					6	12			1,740	
5:30 PM	Auto		31		2			1	2				36	121				2	112	39		377		
to	Truck									1			1						2					
5:45 PM	Bus		3											7					5	12			1,719	
5:45 PM	Auto		31	1					1				34	104				2	124	68		395		
to	Truck													1										
6:00 PM	Bus		7											5					5	12			1,660	
6:00 PM	Auto		29		1			2	2				37	108				1	117	52		378		
to	Truck																	1						
6:15 PM	Bus		4											5					6	13			1,563	
6:15 PM	Auto		39	1	1				1				29	88	1				120	55		364		
to	Truck													2					2					
6:30 PM	Bus		4											4					5	12			1,514	1,740
6:30 PM	Auto		30					1	2				24	85					99	39		311		
to	Truck							1		1				2						1				
6:45 PM	Bus		4											5					5	12			1,448	
6:45 PM	Auto		24		2			1		1			20	78					92	47		292		
to	Truck													1						1				
7:00 PM	Bus		6											4					4	11			1,345	
7:00 PM	Auto		27	1	3			3	1				26	76				1	98	43		303		
to	Truck				1																			
7:15 PM	Bus		3											6					4	10			1,270	
7:15 PM	Auto		18	1	4				1				23	75					76	39		254		
to	Truck																		1					
7:30 PM	Bus		4											2					2	8			1,160	
Peak Hour Volume (PHV)			160	3	8			7	10	4			156	504	1			3	652	232		1,740		
PHV (by approach)				171					21					661					887					
Peak Hour Factor (PHF)		#DIV/0!	0.91	0.38	0.40	#DIV/0!	#DIV/0!	0.58	0.42	0.50	#DIV/0!	#DIV/0!	0.85	0.93	0.25	#DIV/0!	#DIV/0!	0.25	0.89	0.85	#DIV/0!			
Total Autos			138	1	8			7	9	4			153	479	1			3	631	195				
Total Trucks			4	2					1				3	9					4	1				
Total Buses			18											16					17	36				
% Auto		#DIV/0!	86.3%	33.3%	100.0%	#DIV/0!	#DIV/0!	100.0%	90.0%	100.0%	#DIV/0!	#DIV/0!	98.1%	95.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.8%	84.1%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	13.8%	66.7%		#DIV/0!	#DIV/0!		10.0%		#DIV/0!	#DIV/0!	1.9%	5.0%		#DIV/0!	#DIV/0!		3.2%	15.9%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.2
LOCATION: Bay Street @ Hannah Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:52 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM	Auto		2	7	3				6	20				53	5			34	68	10		227		
to	Truck							1						2	1			2	2	1				
6:45 AM	Bus													5					5				227	
6:45 AM	Auto		2	12	3			1	6	33				71	1			57	95	6		311		
to	Truck												1	9				1	1					
7:00 AM	Bus													4				2	6				538	
7:00 AM	Auto		2	5	5			2	7	29				71	2			28	72	6		256		
to	Truck									2				2				2	6					
7:15 AM	Bus													8					7				794	
7:15 AM	Auto		4	1	1				21	27				61	2			55	118	8		318		
to	Truck									2				5					3					
7:30 AM	Bus													4					6				1,112	
7:30 AM	Auto		3	4	4			1	16	41				66	2			45	119	18		352		
to	Truck									1				2	1			3	2					
7:45 AM	Bus													14				1	9				1,237	
7:45 AM	Auto		8	8	3			2	10	56				90				50	105	10		366		
to	Truck													3					5					
8:00 AM	Bus		1											7					5	3			1,292	
8:00 AM	Auto		3	3	2			6	11	38			2	89	3			45	98	8		339		
to	Truck							1		1				7					8					
8:15 AM	Bus													5				1	8				1,375	
8:15 AM	Auto		4		2			1	13	25			4	77	1			42	95	14		313		
to	Truck							1					3	3	1				14					
8:30 AM	Bus									1				6					6				1,370	
8:30 AM	Auto		2	2	1			1	11	46			3	88	1			37	97	10		337		
to	Truck												1	3	4			5	15					
8:45 AM	Bus													7					3				1,355	
8:45 AM	Auto		14	8	4			2	11	48			3	115	6			45	103	24		407		
to	Truck												1	8	1				3					
9:00 AM	Bus								1					7					3				1,396	
9:00 AM	Auto		8	2	3			1	9	36			1	125	2			28	98	14		347		
to	Truck													7				1	3					
9:15 AM	Bus													5				1	3				1,404	
9:15 AM	Auto		3	7	5			1	7	40			3	99	1			28	88	11		332		
to	Truck		1	1				1	1	2				10	1			2	14					
9:30 AM	Bus													3					3				1,423	1,423
Peak Hour Volume (PHV)			23	13	9			12	47	159			17	415	17			175	453	56		1,396		
PHV (by approach)				45					218					449					684					
Peak Hour Factor (PHF)		#DIV/0!	0.41	0.41	0.56	#DIV/0!	#DIV/0!	0.43	0.90	0.83	#DIV/0!	#DIV/0!	0.61	0.80	0.61	#DIV/0!	#DIV/0!	0.95	0.98	0.58	#DIV/0!			
Total Autos			23	13	9			10	46	157			12	369	11			169	393	56				
Total Trucks								2		1			5	21	6			5	40					
Total Buses									1	1				25				1	20					
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	83.3%	97.9%	98.7%	#DIV/0!	#DIV/0!	70.6%	88.9%	64.7%	#DIV/0!	#DIV/0!	96.6%	86.8%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!	16.7%	2.1%	1.3%	#DIV/0!	#DIV/0!	29.4%	11.1%	35.3%	#DIV/0!	#DIV/0!	3.4%	13.2%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.2
LOCATION: Bay Street @ Hannah Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:52 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM	Auto		2	2	2			6	12	23			1	58				32	105	23		294		
to	Truck													6				4	11					
11:45 AM	Bus													3					3	1			294	
11:45 AM	Auto		9	2	1			4	7	24			6	54	3			19	65	13		239		
to	Truck		3					2						5					8	8				
12:00 PM	Bus													3					3				533	
12:00 PM	Auto		2	5	5			2	13	30				87	8			18	102	23		317		
to	Truck												1	6					9					
12:15 PM	Bus													3					3				850	
12:15 PM	Auto		2	2	5				10	15			4	87	3			17	96	40		300		
to	Truck									1				4					8					
12:30 PM	Bus													3					3				1,150	
12:30 PM	Auto			4	1			3	2	27				37	1			20	80	36		232		
to	Truck													3	1			2	8	1				
12:45 PM	Bus													4					2				1,088	
12:45 PM	Auto		1	3	1			1	6	16				59	1			16	77	22		221		
to	Truck							1		1			1	4				3	3	1				
1:00 PM	Bus																		4				1,070	
1:00 PM	Auto		3	2	2			3	11	24			2	44	2			25	100	19		274		
to	Truck		1		2					1				5				2	12					
1:15 PM	Bus													5					9				1,027	
1:15 PM	Auto		4	2	5			1	5	24			1	67	4			12	68	23		246		
to	Truck				1				1	4				6				2	12	1				
1:30 PM	Bus																		3				973	
1:30 PM	Auto		1	1	3			7	5	19			2	40	1			26	82	13		219		
to	Truck				1									1				2	7	1				
1:45 PM	Bus													4					3				960	
1:45 PM	Auto		8	5	6			1	6	31			5	59	6			21	104	19		299		
to	Truck							2	2	2			1	6	1			3	3	1				
2:00 PM	Bus									1				2					4				1,038	1,175
2:00 PM	Auto		4	5	2			3	7	36			7	58	2			36	90	34		314		
to	Truck			1	1					1				8				4	6	1				
2:15 PM	Bus													4					4				1,078	
2:15 PM	Auto		6	3	7			1	11	47			3	67	2			49	90	23		343		
to	Truck			1	1									3				7	12	4				
2:30 PM	Bus													2					4				1,175	
Peak Hour Volume (PHV)			9	11	12			9	25	97			4	234	9			82	378	103		973		
PHV (by approach)				32					131					247					563					
Peak Hour Factor (PHF)		#DIV/0!	0.56	0.69	0.50	#DIV/0!	#DIV/0!	0.75	0.57	0.87	#DIV/0!	#DIV/0!	0.50	0.80	0.56	#DIV/0!	#DIV/0!	0.76	0.78	0.70	#DIV/0!			
Total Autos			8	11	9			8	24	91			3	207	8			73	325	100				
Total Trucks			1		3			1	1	6			1	18	1			9	35	3				
Total Buses														9					18					
% Auto		#DIV/0!	88.9%	100.0%	75.0%	#DIV/0!	#DIV/0!	88.9%	96.0%	93.8%	#DIV/0!	#DIV/0!	75.0%	88.5%	88.9%	#DIV/0!	#DIV/0!	89.0%	86.0%	97.1%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	11.1%		25.0%	#DIV/0!	#DIV/0!	11.1%	4.0%	6.2%	#DIV/0!	#DIV/0!	25.0%	11.5%	11.1%	#DIV/0!	#DIV/0!	11.0%	14.0%	2.9%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.2
LOCATION: Bay Street @ Hannah Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:52 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM	Auto		1	2	3			2	23	28			2	69	4			66	91	39		353		
to	Truck												8	2				3	1					
4:15 PM	Bus													4					5				353	
4:15 PM	Auto		3	5	6			2	17	36			3	62	1			34	91	14		297		
to	Truck		1	1						1				2				3	3	1				
4:30 PM	Bus													4					7				650	
4:30 PM	Auto		4	4	3			2	22	54			7	62	1			17	90	30		310		
to	Truck									1				4					4	1				
4:45 PM	Bus													1					3				960	
4:45 PM	Auto		5	3	10			2	15	54			6	96	3			27	101	46		388		
to	Truck				1									1				1	4	1				
5:00 PM	Bus													5					7				1,348	
5:00 PM	Auto		1	3	2			1	23	50			10	83	4			53	146	54		436		
to	Truck																		1					
5:15 PM	Bus													5									1,431	
5:15 PM	Auto		7	5	6				18	24			5	92	4			68	85	20		348		
to	Truck																		4					
5:30 PM	Bus													4					6				1,482	
5:30 PM	Auto		5	5	7				12	39			1	57				34	89	25		293		
to	Truck		2											1					1	1				
5:45 PM	Bus													7					7				1,465	
5:45 PM	Auto		2	3	9			2	14	26			6	71	4			15	89	38		293		
to	Truck							1		1				1				1						
6:00 PM	Bus													5					5				1,370	
6:00 PM	Auto		1	3	2			1	14	18			1	56	1			13	76	43		239		
to	Truck									1									1	1				
6:15 PM	Bus													4					3				1,173	
6:15 PM	Auto		3	2	8			1	16	31			6	67	3			29	103	38		331		
to	Truck									1				4				1	3	2				
6:30 PM	Bus													5					8				1,156	1,482
6:30 PM	Auto		4	2	3			2	11	15			4	60	2			15	78	27		233		
to	Truck													2					2					
6:45 PM	Bus													3					3				1,096	
6:45 PM	Auto		1		1			1	13	23			4	56	6			19	35	20		192		
to	Truck												1	2	1			1	1					
7:00 PM	Bus													4					3				995	
7:00 PM	Auto			1	1			2	12	14			1	67	2			34	75	33		254		
to	Truck								1										1	1				
7:15 PM	Bus													5					4				1,010	
7:15 PM	Auto		1	2	1				14	20			8	45	2			27	42	11		179		
to	Truck														1									
7:30 PM	Bus													3					2				858	
Peak Hour Volume (PHV)			17	15	22			5	78	183			28	353	12			166	451	152		1,482		
PHV (by approach)				54					266					393					769					
Peak Hour Factor (PHF)		#DIV/0!	0.61	0.75	0.50	#DIV/0!	#DIV/0!	0.63	0.85	0.83	#DIV/0!	#DIV/0!	0.70	0.87	0.75	#DIV/0!	#DIV/0!	0.61	0.77	0.70	#DIV/0!			
Total Autos			17	15	21			5	78	182			28	333	12			165	422	150				
Total Trucks					1					1				5				1	13	2				
Total Buses														15					16					
% Auto		#DIV/0!	100.0%	100.0%	95.5%	#DIV/0!	#DIV/0!	100.0%	100.0%	99.5%	#DIV/0!	#DIV/0!	100.0%	94.3%	100.0%	#DIV/0!	#DIV/0!	99.4%	93.6%	98.7%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!			4.5%	#DIV/0!	#DIV/0!			0.5%	#DIV/0!	#DIV/0!		5.7%		#DIV/0!	#DIV/0!	0.6%	6.4%	1.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.3
LOCATION: Front Street @ Hannah Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB)					Hannah Street (WB)					Front Street (NB)					Front Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto		5		48								34	2					4	1		97		
	Truck				2								1											
	Bus																						97	
6:45 AM to 7:00 AM	Auto		9		49								27	2					3	3		94		
	Truck													1										
	Bus																						191	
7:00 AM to 7:15 AM	Auto		6		50								38	6					7	11		121		
	Truck				2								1											
	Bus																						312	
7:15 AM to 7:30 AM	Auto		7		62								53	10					8	6		150		
	Truck		1										1	1						1				
	Bus																						462	
7:30 AM to 7:45 AM	Auto		8		65								59	1					3	12		152		
	Truck				3								1											
	Bus																						517	
7:45 AM to 8:00 AM	Auto		8		84								83	3					3	8		191		
	Truck												1	1										
	Bus																						614	
8:00 AM to 8:15 AM	Auto		8		56								49	4					7	10		139		
	Truck				1								3											
	Bus				1																		632	
8:15 AM to 8:30 AM	Auto		10		55								45	10					8	9		142		
	Truck				2								2											
	Bus												1										624	
8:30 AM to 8:45 AM	Auto		11		35								70	5					8	4		143		
	Truck		1		7															2				
	Bus																						615	
8:45 AM to 9:00 AM	Auto		18		52								59	5					7	12		157		
	Truck				1								1	2										
	Bus																						581	
9:00 AM to 9:15 AM	Auto		9		28								52	7					6	4		113		
	Truck		2		3								1											
	Bus				1																		555	
9:15 AM to 9:30 AM	Auto		16		31								38	2					2	7		104		
	Truck				2								2						1	1				
	Bus												2										517	632
Peak Hour Volume (PHV)			48		210								230	26					30	37		581		
PHV (by approach)				258										256					67					
Peak Hour Factor (PHF)		#DIV/0!	0.67	#DIV/0!	0.91	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.65	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.94	0.77	#DIV/0!			
Total Autos			47		198								223	24					30	35				
Total Trucks			1		11								6	2						2				
Total Buses					1								1											
% Auto		#DIV/0!	97.9%	#DIV/0!	94.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.0%	92.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	94.6%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	2.1%	#DIV/0!	5.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.0%	7.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		5.4%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.3
LOCATION: Front Street @ Hannah Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Front Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Front Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM	Auto		6		35								35	5					4	13		103		
to	Truck		2		2								1											
11:45 AM	Bus																						103	
11:45 AM	Auto		7		30								28	5					6	11		90		
to	Truck				1								1							1				
12:00 PM	Bus																						193	
12:00 PM	Auto		5		35								32	2					5	11		91		
to	Truck												1											
12:15 PM	Bus																						284	
12:15 PM	Auto		8		35								36	4					6	11		102		
to	Truck				1															1				
12:30 PM	Bus																						386	
12:30 PM	Auto		12		44								30	6					7	11		112		
to	Truck				1								1											
12:45 PM	Bus																						395	
12:45 PM	Auto		8		36								38	7					3	8		102		
to	Truck												2											
1:00 PM	Bus																						407	
1:00 PM	Auto		9		44								43	2					2	9		111		
to	Truck												2											
1:15 PM	Bus																						427	
1:15 PM	Auto		6		31								23	8					7	10		89		
to	Truck												3	1										
1:30 PM	Bus																						414	
1:30 PM	Auto		8		37								47	4					4	11		114		
to	Truck				1								1							1				
1:45 PM	Bus																						416	
1:45 PM	Auto		12		36								38	1					4	5		99		
to	Truck				1								1											
2:00 PM	Bus												1										413	464
2:00 PM	Auto		9		54								46	3					6	15		137		
to	Truck		1		1								1						1					
2:15 PM	Bus																						439	
2:15 PM	Auto		8		36								48	2					6	13		114		
to	Truck				1																			
2:30 PM	Bus																						464	
Peak Hour Volume (PHV)			35		156								142	24					19	38		414		
PHV (by approach)				191										166					57					
Peak Hour Factor (PHF)		#DIV/0!	0.73	#DIV/0!	0.87	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.67	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.68	0.86	#DIV/0!			
Total Autos			35		155								134	23					19	38				
Total Trucks					1								8	1										
Total Buses																								
% Auto		#DIV/0!	100.0%	#DIV/0!	99.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	94.4%	95.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		#DIV/0!	0.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5.6%	4.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.3
LOCATION: Front Street @ Hannah Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Front Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Front Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto		10		46								58	6					10	11		143		
	Truck				1															1				
	Bus																						143	
4:15 PM to 4:30 PM	Auto		15		38								68	6					9	9		149		
	Truck		1		1								1											
	Bus				1																		292	
4:30 PM to 4:45 PM	Auto		10		31								63	6					3	9		125		
	Truck				1								1											
	Bus													1									417	
4:45 PM to 5:00 PM	Auto		11		45								56	5					4	11		134		
	Truck												1											
	Bus				1																		551	
5:00 PM to 5:15 PM	Auto		14		65								72	12					3	15		183		
	Truck												2											
	Bus																						591	
5:15 PM to 5:30 PM	Auto		14		50								55	8					6	9		143		
	Truck												1											
	Bus																						585	
5:30 PM to 5:45 PM	Auto		10		43								56	4					7	19		141		
	Truck		1		1																			
	Bus																						601	
5:45 PM to 6:00 PM	Auto		13		28								46	6					11	17		121		
	Truck																							
	Bus																						588	
6:00 PM to 6:15 PM	Auto		14		35								42	6					9	20		126		
	Truck																							
	Bus																						531	
6:15 PM to 6:30 PM	Auto		14		30								55	7					7	12		126		
	Truck				1																			
	Bus																						514	601
6:30 PM to 6:45 PM	Auto		20		34								39	5					3	15		117		
	Truck				1																			
	Bus																						490	
6:45 PM to 7:00 PM	Auto		19		29								36	5					8	15		115		
	Truck		1										1							1				
	Bus																						484	
7:00 PM to 7:15 PM	Auto		21		24								34	12					4	15		110		
	Truck																							
	Bus																						468	
7:15 PM to 7:30 PM	Auto		22		17								37	13					1	10		100		
	Truck																							
	Bus																						442	
Peak Hour Volume (PHV)			49		193								251	32					16	44		585		
PHV (by approach)				242										283					60					
Peak Hour Factor (PHF)		#DIV/0!	0.88	#DIV/0!	0.74	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.67	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.67	0.73	#DIV/0!			
Total Autos			49		191								246	31					16	44				
Total Trucks					1								5											
Total Buses					1									1										
% Auto		#DIV/0!	100.0%	#DIV/0!	99.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	98.0%	96.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		#DIV/0!	1.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.0%	3.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.4
LOCATION: Bay Street @ Swan Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Van Duzer Street* (EB)					(WB)					*Bay Street* (NB)					*Bay Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM	Auto		16		2								1	40					68	5		152		
to	Truck													3					2	1				
6:45 AM	Bus		1		1									5					6	1			152	
6:45 AM	Auto		20		3									60					82			193		
to	Truck													7					2	1				
7:00 AM	Bus		3		4									3					5	3			345	
7:00 AM	Auto		11		8									80					87	4		218		
to	Truck													3					9					
7:15 AM	Bus		3		3									6					4				563	
7:15 AM	Auto		27		7									56					112	2		241		
to	Truck		1		1									2					4	3				
7:30 AM	Bus		2		2									9					8	5			804	
7:30 AM	Auto		13		6								2	80					135	4		278		
to	Truck		1		2									2					4	2				
7:45 AM	Bus		5		1									13					7	1			930	
7:45 AM	Auto		24		1									70					100	3		220		
to	Truck												1						4					
8:00 AM	Bus		2		3									7					5				957	
8:00 AM	Auto		23		3									80					109	3		249		
to	Truck		1											2					6	2				
8:15 AM	Bus		5		2									5					8				988	
8:15 AM	Auto		12										1	95					77	2		208		
to	Truck		2											3					4					
8:30 AM	Bus		4		2									1					5				955	
8:30 AM	Auto		24		3								12	120					117	6		316		
to	Truck		2		2									8					11					
8:45 AM	Bus		2		1									5					3				993	
8:45 AM	Auto		26		8									67					101	6		250		
to	Truck		1											20					3	1				
9:00 AM	Bus		4		3									6					3	1			1,023	
9:00 AM	Auto		29		4									65					96	5		228		
to	Truck		1		1								1	3					3	1				
9:15 AM	Bus		2		8								1	5					3				1,002	
9:15 AM	Auto		18		1									55					76	6		184		
to	Truck		2											11					9					
9:30 AM	Bus													2					4				978	1,023
Peak Hour Volume (PHV)			106		24								13	412					447	21		1,023		
PHV (by approach)				130										425					468					
Peak Hour Factor (PHF)		#DIV/0!	0.85	#DIV/0!	0.55	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.27	0.77	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.66	#DIV/0!			
Total Autos			85		14								13	362					404	17				
Total Trucks			6		2									33					24	3				
Total Buses			15		8									17					19	1				
% Auto		#DIV/0!	80.2%	#DIV/0!	58.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	87.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	90.4%	81.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	19.8%	#DIV/0!	41.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		12.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	9.6%	19.0%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.4
LOCATION: Bay Street @ Swan Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Van Duzer Street (EB)					(WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto		7		3									50					120	2		198		
to	Truck													4					5					
11:45 AM	Bus		2											3					2				198	
11:45 AM	Auto		11		2									69					110	3		240		
to	Truck												2	18					9	1				
12:00 PM	Bus		2											9					3	1			438	
12:00 PM	Auto		23		2								1	51					119	2		236		
to	Truck		2											14					9	1				
12:15 PM	Bus		2		3								1	3					3				674	
12:15 PM	Auto		11										1	39					93	3		162		
to	Truck		1										1	4					3					
12:30 PM	Bus		1										1	1					3				836	
12:30 PM	Auto		16										3	67					123	3		230		
to	Truck													4					8	2				
12:45 PM	Bus		2											1					1				868	
12:45 PM	Auto		7											54					119	3		194		
to	Truck				1									5					2					
1:00 PM	Bus																		3				822	
1:00 PM	Auto		18											54					136	2		243		
to	Truck		4											5					8					
1:15 PM	Bus		3											3					10				829	
1:15 PM	Auto		17											46					87	2		168		
to	Truck													7					5	1				
1:30 PM	Bus																		3				835	
1:30 PM	Auto		17		2								1	85					105	1		235		
to	Truck		2		1									4					8					
1:45 PM	Bus				1									4					3	1			840	
1:45 PM	Auto		24		1								2	82					105	6		238		
to	Truck		2											8					3					
2:00 PM	Bus		2																3				884	885
2:00 PM	Auto		13										1	84					110	2		238		
to	Truck													4					12	2				
2:15 PM	Bus		2											4					4				879	
2:15 PM	Auto		11											51					81	4		174		
to	Truck													3					12					
2:30 PM	Bus		2																8	2			885	
Peak Hour Volume (PHV)			67		1								3	246					505	13		835		
PHV (by approach)				68										249					518					
Peak Hour Factor (PHF)		#DIV/0!	0.67	#DIV/0!	0.25	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.85	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.65	#DIV/0!			
Total Autos			58										3	221					465	10				
Total Trucks			4		1									21					23	3				
Total Buses			5											4					17					
% Auto		#DIV/0!	86.6%	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	89.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	92.1%	76.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	13.4%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		10.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.9%	23.1%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.4
LOCATION: Bay Street @ Swan Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:53 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Van Duzer Street* (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	*Bay Street* (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	*Bay Street* (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM	Auto		22										11	102					160	6		323		
to	Truck		1										1	4					3	1				
4:15 PM	Bus		3											3					5	1			323	
4:15 PM	Auto		22											80					113	6		237		
to	Truck													2					3					
4:30 PM	Bus		3											3					3	2			560	
4:30 PM	Auto		21		3								3	58					128	7		242		
to	Truck		1											3					4					
4:45 PM	Bus		1		1								2	3					5	2			802	
4:45 PM	Auto		17											83					140	6		272		
to	Truck													3					5	1				
5:00 PM	Bus		3											4					10				1,074	
5:00 PM	Auto		25											92					124	3		257		
to	Truck													2										
5:15 PM	Bus		2											4					4	1			1,008	
5:15 PM	Auto		18											63					137	5		233		
to	Truck													1										
5:30 PM	Bus		1											2					6				1,004	
5:30 PM	Auto		15										1	120					129	5		290		
to	Truck		1											2					1					
5:45 PM	Bus		4											8					4				1,052	
5:45 PM	Auto		18											55					89	2		176		
to	Truck		2											2										
6:00 PM	Bus		1											4					3				956	
6:00 PM	Auto		18		1								1	16					128	4		205		
to	Truck		1		2									6					12					
6:15 PM	Bus		2											5					8	1			904	
6:15 PM	Auto		26		2								1	25					160	4		242		
to	Truck		2		1								1	2					3					
6:30 PM	Bus		2		3									3					7				913	1,074
6:30 PM	Auto		15		2								4	22					88	9		155		
to	Truck													1										
6:45 PM	Bus		4											1					9				778	
6:45 PM	Auto		12		1									59					71	3		153		
to	Truck													1										
7:00 PM	Bus													3					3				755	
7:00 PM	Auto		18										1	46					76	1		148		
to	Truck													1										
7:15 PM	Bus		4											1									698	
7:15 PM	Auto		16		1								2	48					70	1		148		
to	Truck												1	2										
7:30 PM	Bus		2										1						4				604	
Peak Hour Volume (PHV)			89		4								5	318					563	25		1,004		
PHV (by approach)				93										323					588					
Peak Hour Factor (PHF)		#DIV/0!	0.82	#DIV/0!	0.25	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.81	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.69	#DIV/0!			
Total Autos			81		3								3	296					529	21				
Total Trucks			1											9					9	1				
Total Buses			7		1								2	13					25	3				
% Auto		#DIV/0!	91.0%	#DIV/0!	75.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	60.0%	93.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	94.0%	84.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	9.0%	#DIV/0!	25.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	40.0%	6.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	6.0%	16.0%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.5
LOCATION: Bay Street @ Wave Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:54 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Wave Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Wave Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM	Auto									1			1	49				3	63	1		131		
to	Truck													1					4					
6:45 AM	Bus													2					6				131	
6:45 AM	Auto													45	1			5	68	4		136		
to	Truck													4					4					
7:00 AM	Bus													5									267	
7:00 AM	Auto								1	4				41	2			1	67			123		
to	Truck													2					1					
7:15 AM	Bus													3					1				390	
7:15 AM	Auto							1		6				67	1				96			186		
to	Truck									3				4										
7:30 AM	Bus									3				5									576	
7:30 AM	Auto												3	57	3			4	118			206		
to	Truck													4					3					
7:45 AM	Bus													7					7				651	
7:45 AM	Auto									4			1	71	2			13	134	1		249		
to	Truck													1					6					
8:00 AM	Bus													5					11				764	
8:00 AM	Auto							1		2				69	1			3	98	4		195		
to	Truck													4					3					
8:15 AM	Bus													5					5				836	
8:15 AM	Auto							4		3				68	4			7	97	2		198		
to	Truck													2					3					
8:30 AM	Bus													3					5				848	
8:30 AM	Auto									5			2	54					101	1		181		
to	Truck							1						2	1				5					
8:45 AM	Bus													4					5				823	
8:45 AM	Auto							3		3			1	69	5			8	91	1		197		
to	Truck													3					4					
9:00 AM	Bus													4					5				771	
9:00 AM	Auto							1	1	2				73	7			3	99	2		203		
to	Truck													4					3					
9:15 AM	Bus													4					4				779	
9:15 AM	Auto							2	1	1			1	71	2				82	1		176		
to	Truck									1				3					5					
9:30 AM	Bus													2					4				757	848
Peak Hour Volume (PHV)								9		13			3	287	11			18	422	8		771		
PHV (by approach)									22					301					448					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.56	#DIV/0!	0.65	#DIV/0!	#DIV/0!	0.38	0.92	0.55	#DIV/0!	#DIV/0!	0.56	0.95	0.50	#DIV/0!			
Total Autos								8		13			3	260	10			18	387	8				
Total Trucks								1						11	1				15					
Total Buses														16					20					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	88.9%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	100.0%	90.6%	90.9%	#DIV/0!	#DIV/0!	100.0%	91.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	11.1%	#DIV/0!		#DIV/0!	#DIV/0!		9.4%	9.1%	#DIV/0!	#DIV/0!		8.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.5
LOCATION: Bay Street @ Wave Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:54 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Wave Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Wave Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM	Auto							2	1	13			1	66	3			4	113			224		
to	Truck									1				5				2	6					
11:45 AM	Bus							1		2				2					2				224	
11:45 AM	Auto								1	4			7	59	5			6	104			199		
to	Truck													3					3					
12:00 PM	Bus													2					5				423	
12:00 PM	Auto							2	2	8			2	65	4			5	126	4		229		
to	Truck													2					5					
12:15 PM	Bus													1					3				652	
12:15 PM	Auto							4		5			3	62	4			2	110	1		197		
to	Truck																		2					
12:30 PM	Bus													1					3				849	
12:30 PM	Auto							5	1	7			1	57	5			11	119			223		
to	Truck												1	3					6					
12:45 PM	Bus													5					2				848	
12:45 PM	Auto							4	2	12			2	49	5			15	142	1		240		
to	Truck													3					1					
1:00 PM	Bus													1					3				889	
1:00 PM	Auto							7		16			3	58	4			16	127			249		
to	Truck												1	2					5					
1:15 PM	Bus													4					6				909	
1:15 PM	Auto							7	1	5				46	7			8	91			179		
to	Truck								1					2					5					
1:30 PM	Bus													2					4				891	
1:30 PM	Auto							3	1	9				60	6			13	106			206		
to	Truck																		3					
1:45 PM	Bus													2					3				874	
1:45 PM	Auto							3		8				54	5			7	105			195		
to	Truck									1				4					3					
2:00 PM	Bus													1					4				829	909
2:00 PM	Auto							3	2	8			3	49	7			5	104			188		
to	Truck													1					1					
2:15 PM	Bus													2					3				768	
2:15 PM	Auto							6	2	6				45	8			12	89	1		177		
to	Truck							1						1					2					
2:30 PM	Bus									1				1					2				766	
Peak Hour Volume (PHV)								23	5	40			8	232	21			50	511	1		891		
PHV (by approach)									68					261					562					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.63	0.63	#DIV/0!	#DIV/0!	0.50	0.89	0.75	#DIV/0!	#DIV/0!	0.78	0.88	0.25	#DIV/0!			
Total Autos								23	4	40			6	210	21			50	479	1				
Total Trucks									1				2	10					17					
Total Buses														12					15					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	80.0%	100.0%	#DIV/0!	#DIV/0!	75.0%	90.5%	100.0%	#DIV/0!	#DIV/0!	100.0%	93.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		20.0%		#DIV/0!	#DIV/0!	25.0%	9.5%		#DIV/0!	#DIV/0!		6.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.5
LOCATION: Bay Street @ Wave Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
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Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Wave Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Wave Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto							2	1	10				69	5			9	134	1		243		
	Truck													1					2					
	Bus								1	1				2					5				243	
4:15 PM to 4:30 PM	Auto							4		6				86	5			12	125	4		253		
	Truck							1											2					
	Bus													2					6				496	
4:30 PM to 4:45 PM	Auto							2		8			1	46	7			10	103	1		186		
	Truck																		2					
	Bus													3					3				682	
4:45 PM to 5:00 PM	Auto							1		7			2	68	5			13	137	1		245		
	Truck																		2					
	Bus													1					8				927	
5:00 PM to 5:15 PM	Auto							2		12			1	58	7			11	153	1		248		
	Truck																							
	Bus													2					1				932	
5:15 PM to 5:30 PM	Auto							2		7				54	3			7	115			197		
	Truck																							
	Bus													2					7				876	
5:30 PM to 5:45 PM	Auto							2		4			2	65	6			3	96			186		
	Truck																							
	Bus													3					5				876	
5:45 PM to 6:00 PM	Auto							3	1	9			1	61	4			5	88	1		183		
	Truck																							
	Bus													4					6				814	
6:00 PM to 6:15 PM	Auto							5		5			3	59	5			6	64	1		158		
	Truck												1	4					1					
	Bus													1					3				724	
6:15 PM to 6:30 PM	Auto							2	1	5				37	3			5	56	1		116		
	Truck																							
	Bus													2					4				643	932
6:30 PM to 6:45 PM	Auto							2	1	8			2	62	4			6	73	1		166		
	Truck																							
	Bus													1					6				623	
6:45 PM to 7:00 PM	Auto							3		8				39	2			2	41			105		
	Truck													1										
	Bus													4					5				545	
7:00 PM to 7:15 PM	Auto							3		2				41	3			5	51			108		
	Truck																							
	Bus													2					1				495	
7:15 PM to 7:30 PM	Auto							1		3				39	4			4	47			105		
	Truck																							
	Bus													3					4				484	
Peak Hour Volume (PHV)								7		34			4	234	22			41	531	3		876		
PHV (by approach)									41					260					575					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.88	#DIV/0!	0.71	#DIV/0!	#DIV/0!	0.50	0.85	0.79	#DIV/0!	#DIV/0!	0.79	0.86	0.75	#DIV/0!			
Total Autos								7		34			4	226	22			41	508	3				
Total Trucks																			4					
Total Buses														8					19					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	100.0%	96.6%	100.0%	#DIV/0!	#DIV/0!	100.0%	95.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!		#DIV/0!	#DIV/0!		3.4%		#DIV/0!	#DIV/0!		4.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.6
LOCATION: Bay Street @ Prospect Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:59 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Prospect Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM	Auto		1	2	4									54	3			3	83			164		
to	Truck													3					2					
6:45 AM	Bus													3					6				164	
6:45 AM	Auto		5		1									60	2			1	91			175		
to	Truck													2					4					
7:00 AM	Bus				2									7									339	
7:00 AM	Auto		2	1	1									65	4			2	81			177		
to	Truck													4				1	4					
7:15 AM	Bus													3					9				516	
7:15 AM	Auto		5	4	1									63	2			5	21			126		
to	Truck													6	1				5					
7:30 AM	Bus				3									5					5				642	
7:30 AM	Auto				6									70	4			2	148			251		
to	Truck													2					6					
7:45 AM	Bus													8					5				729	
7:45 AM	Auto		3	2	2									97	4			5	116			249		
to	Truck													3					7					
8:00 AM	Bus													3					7				803	
8:00 AM	Auto		3	2	6									72	7			6	124			243		
to	Truck													2					9					
8:15 AM	Bus													6					6				869	
8:15 AM	Auto		2	1										67	3			3	128			226		
to	Truck													2				1	9					
8:30 AM	Bus			1										2					7				969	
8:30 AM	Auto		1	2	4									113	2			7	136			294		
to	Truck													5					17					
8:45 AM	Bus													4					3				1,012	
8:45 AM	Auto		1	1	2									105	3			1	109			242		
to	Truck		1											4					10					
9:00 AM	Bus													2					3				1,005	
9:00 AM	Auto		2	3	3									108	5			1	131			271		
to	Truck			1	1									8					2					
9:15 AM	Bus													3					3				1,033	
9:15 AM	Auto				2									102	5			2	109			244		
to	Truck													11					8					
9:30 AM	Bus													1					4				1,051	1,051
Peak Hour Volume (PHV)			8	7	12									384	15			18	561			1,005		
PHV (by approach)				27										399					579					
Peak Hour Factor (PHF)		#DIV/0!	0.67	0.88	0.50	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.54	#DIV/0!	#DIV/0!	0.64	0.90	#DIV/0!	#DIV/0!			
Total Autos			7	6	12									357	15			17	497					
Total Trucks			1											13				1	45					
Total Buses				1										14					19					
% Auto		#DIV/0!	87.5%	85.7%	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	93.0%	100.0%	#DIV/0!	#DIV/0!	94.4%	88.6%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	12.5%	14.3%		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.0%		#DIV/0!	#DIV/0!	5.6%	11.4%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.6
LOCATION: Bay Street @ Prospect Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:59 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Prospect Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM	Auto		2	2	3									87	8			5	132			260		
to	Truck													6	2				9					
11:45 AM	Bus													2					2				260	
11:45 AM	Auto		2	1	3									90	8			4	148			278		
to	Truck													6	1				10					
12:00 PM	Bus													1					4				538	
12:00 PM	Auto		2	3	6									80	7			4	147			264		
to	Truck													4					8					
12:15 PM	Bus																		3				802	
12:15 PM	Auto		2		3									93	6			3	116			233		
to	Truck				1									1					3					
12:30 PM	Bus													2					3				1,035	
12:30 PM	Auto		1	1	4									113	3			4	172			309		
to	Truck			2	1									5										
12:45 PM	Bus													2					1				1,084	
12:45 PM	Auto		2		1									75	2			6	153			253		
to	Truck													6	1				2					
1:00 PM	Bus																		5				1,059	
1:00 PM	Auto		6	3	3									91	7			11	161			308		
to	Truck		1		1									2	1			1	8					
1:15 PM	Bus													4					8				1,103	
1:15 PM	Auto			1	1									87				3	112			224		
to	Truck		1											8					6					
1:30 PM	Bus													2					3				1,094	
1:30 PM	Auto		4	1	3									82	9			1	126			239		
to	Truck													1					7					
1:45 PM	Bus													3					2				1,024	
1:45 PM	Auto		3	2	3									119	4			2	128			280		
to	Truck													6					8					
2:00 PM	Bus			1										1					3				1,051	1,103
2:00 PM	Auto			1	2									93	5			3	138			259		
to	Truck				1									1					7					
2:15 PM	Bus		1											3					4				1,002	
2:15 PM	Auto		5	3	1									96	4			3	130			262		
to	Truck													5				1	8					
2:30 PM	Bus													3					3				1,040	
Peak Hour Volume (PHV)			11	7	11									395	14			25	631			1,094		
PHV (by approach)				29										409					656					
Peak Hour Factor (PHF)		#DIV/0!	0.39	0.58	0.55	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.44	#DIV/0!	#DIV/0!	0.52	0.89	#DIV/0!	#DIV/0!			
Total Autos			9	5	9									366	12			24	598					
Total Trucks			2	2	2									21	2			1	16					
Total Buses														8					17					
% Auto		#DIV/0!	81.8%	71.4%	81.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	92.7%	85.7%	#DIV/0!	#DIV/0!	96.0%	94.8%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	18.2%	28.6%	18.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.3%	14.3%	#DIV/0!	#DIV/0!	4.0%	5.2%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.6
LOCATION: Bay Street @ Prospect Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 2:59 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Prospect Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto		1	4	3									98	2				1	168		291		
	Truck													3						4				
	Bus													2						5			291	
4:15 PM to 4:30 PM	Auto		2		5									109	8				3	133		275		
	Truck				1									3					1	3				
	Bus													2						5			566	
4:30 PM to 4:45 PM	Auto		2	1	7									80	7				5	150		268		
	Truck				1									3					2	5				
	Bus													3						2			834	
4:45 PM to 5:00 PM	Auto			1	4									114	7				3	169		318		
	Truck													1						5				
	Bus													2						12			1,152	
5:00 PM to 5:15 PM	Auto		1	1	6									93	5				3	185		300		
	Truck		1											1						1				
	Bus													3									1,161	
5:15 PM to 5:30 PM	Auto		2	3	1									106	9				1	152		286		
	Truck			1																1				
	Bus													3						7			1,172	
5:30 PM to 5:45 PM	Auto			2	5									98	3				5	144		267		
	Truck																			2				
	Bus													4						4			1,171	
5:45 PM to 6:00 PM	Auto		2	1	2									103	8				5	155		289		
	Truck													1										
	Bus													5						7			1,142	
6:00 PM to 6:15 PM	Auto		3		6									96	10				5	147		277		
	Truck													4						1				
	Bus													1						4			1,119	
6:15 PM to 6:30 PM	Auto		2	1	3									83	5				2	141		247		
	Truck													1						1				
	Bus													1						7			1,080	1,172
6:30 PM to 6:45 PM	Auto		2		7									68	3				3	118		210		
	Truck													2										
	Bus													1						6			1,023	
6:45 PM to 7:00 PM	Auto		2	1	5									82	4				1	121		231		
	Truck		2		1									2										
	Bus		5											5									965	
7:00 PM to 7:15 PM	Auto		5	2	7									86	1				9	131		245		
	Truck																			1				
	Bus													1						2			933	
7:15 PM to 7:30 PM	Auto		1		3									81	3				1	99		193		
	Truck																							
	Bus													1						4			879	
Peak Hour Volume (PHV)			6	7	19									409	28				14	689		1,172		
PHV (by approach)				32										437					703					
Peak Hour Factor (PHF)		#DIV/0!	0.75	0.44	0.59	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.87	0.78	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.93	#DIV/0!			
Total Autos			5	6	18									393	28				12	656				
Total Trucks			1	1	1									5					2	12				
Total Buses														11						21				
% Auto		#DIV/0!	83.3%	85.7%	94.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.1%	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	85.7%	95.2%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	16.7%	14.3%	5.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.9%		#DIV/0!	#DIV/0!	#DIV/0!	14.3%	4.8%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.8
LOCATION: Bay Street @ Canal Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Canal Street (EB)					Canal Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM	Auto		4	1	2									36	3			2	64			128		
to	Truck													2					3					
6:45 AM	Bus													4	1				6				128	
6:45 AM	Auto		6	1	1									50	1				103			176		
to	Truck		1											4					1					
7:00 AM	Bus		1											4					3				304	
7:00 AM	Auto		9	4	2					1				79	1			2	92			212		
to	Truck													6					8					
7:15 AM	Bus		1											4					3				516	
7:15 AM	Auto		11	2	6			1		4				76	1			3	113			241		
to	Truck		1											7					4					
7:30 AM	Bus		3											5					4				757	
7:30 AM	Auto		8	2	3									69				1	131			235		
to	Truck			1										3					3					
7:45 AM	Bus		2											6					6				864	
7:45 AM	Auto		16	3	5			1		1				53				1	120			218		
to	Truck													3					6					
8:00 AM	Bus													5					4				906	
8:00 AM	Auto		14	4	1			1						58	3			2	111			228		
to	Truck													18					6					
8:15 AM	Bus				1									2					7				922	
8:15 AM	Auto		15	7	3			2		1				54	3			3	84			198		
to	Truck		1					1						7					6					
8:30 AM	Bus		1		1									3					6				879	
8:30 AM	Auto		17	9	4			2		2				68	1			1	96			225		
to	Truck				1									4	1				13					
8:45 AM	Bus		1											3					2				869	
8:45 AM	Auto		15	5	1					2				53	3			6	95			198		
to	Truck		1					1						5					7					
9:00 AM	Bus		1											1					2				849	
9:00 AM	Auto		20	7	6			1						81	8			4	87			233		
to	Truck		2											6	1				4					
9:15 AM	Bus													4					2				854	
9:15 AM	Auto		20	6	3			1		1				75	6			7	73			212		
to	Truck		3											5	1				8					
9:30 AM	Bus		1											1					1				868	922
Peak Hour Volume (PHV)			66	25	12			7		5				276	11			12	435			849		
PHV (by approach)				103					12					287					447					
Peak Hour Factor (PHF)		#DIV/0!	0.92	0.69	0.60	#DIV/0!	#DIV/0!	0.58	#DIV/0!	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.88	0.92	#DIV/0!	#DIV/0!	0.50	0.88	#DIV/0!	#DIV/0!			
Total Autos			61	25	9			5		5				233	10			12	386					
Total Trucks			2		1			2						34	1				32					
Total Buses			3		2									9					17					
% Auto		#DIV/0!	92.4%	100.0%	75.0%	#DIV/0!	#DIV/0!	71.4%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	84.4%	90.9%	#DIV/0!	#DIV/0!	100.0%	88.7%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	7.6%		25.0%	#DIV/0!	#DIV/0!	28.6%	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	15.6%	9.1%	#DIV/0!	#DIV/0!		11.3%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.8
LOCATION: Bay Street @ Canal Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Canal Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Canal Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM	Auto		25	12	6			2		1				67	6			4	104			257		
to	Truck		3	1										7				1	11					
11:45 AM	Bus													3					4				257	
11:45 AM	Auto		22	7	7			6		1				50	5			4	105			239		
to	Truck				2			1						10	2			1	11					
12:00 PM	Bus		1																4				496	
12:00 PM	Auto		24	7	6			5		3				52	10			3	92			221		
to	Truck													7	2				5					
12:15 PM	Bus													3				1	1				717	
12:15 PM	Auto		23	5	12			1		1				61	2			2	80			200		
to	Truck													5	1				2					
12:30 PM	Bus													1					4				917	
12:30 PM	Auto		34	3	4			5		2				63	6			3	93			240		
to	Truck		5	7										2					10					
12:45 PM	Bus		1											2									900	
12:45 PM	Auto		23	7	7			1		2				51	2			5	95			213		
to	Truck		2	1										8					5					
1:00 PM	Bus		1											1					2				874	
1:00 PM	Auto		31	8	9			2		1				60	6			4	102			243		
to	Truck			2										5					4					
1:15 PM	Bus													4					5				896	
1:15 PM	Auto		22	9	10			2		2				69	6			1	92			234		
to	Truck		3		1									8					5					
1:30 PM	Bus													2					2				930	
1:30 PM	Auto		20	8	6			4		2				60	1			7	84			211		
to	Truck													5					10					
1:45 PM	Bus		1											2					1				901	
1:45 PM	Auto		22	8	3			3		3				59	3			5	69			199		
to	Truck		3											10					8					
2:00 PM	Bus		1											1					1				887	930
2:00 PM	Auto		29	4	4			3		5				65	4			2	87			218		
to	Truck		1							1				3					7					
2:15 PM	Bus													1					2				862	
2:15 PM	Auto		21	7	2									59	5			1	91			211		
to	Truck				2									8					10					
2:30 PM	Bus													2					3				839	
Peak Hour Volume (PHV)			122	37	31			10		7				275	20			13	415			930		
PHV (by approach)				190					17					295					428					
Peak Hour Factor (PHF)		#DIV/0!	0.76	0.93	0.70	#DIV/0!	#DIV/0!	0.50	#DIV/0!	0.88	#DIV/0!	#DIV/0!	#DIV/0!	0.87	0.83	#DIV/0!	#DIV/0!	0.65	0.93	#DIV/0!	#DIV/0!			
Total Autos			110	27	30			10		7				243	20			13	382					
Total Trucks			10	10	1									23					24					
Total Buses			2											9					9					
% Auto		#DIV/0!	90.2%	73.0%	96.8%	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	88.4%	100.0%	#DIV/0!	#DIV/0!	100.0%	92.0%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	9.8%	27.0%	3.2%	#DIV/0!	#DIV/0!		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	11.6%		#DIV/0!	#DIV/0!		8.0%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.8
LOCATION: Bay Street @ Canal Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Canal Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Canal Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM	Auto		33	10	4			4		5				105	2			6	144			336		
to	Truck													6	2				7					
4:15 PM	Bus													3				1	4				336	
4:15 PM	Auto		27	10	2			5						95	4			5	91			252		
to	Truck		1											2					3					
4:30 PM	Bus		1											2					4				588	
4:30 PM	Auto		22	9	6			3		2				54	1			2	113			227		
to	Truck		2											5					4					
4:45 PM	Bus		1											3									815	
4:45 PM	Auto		24	1	9			5		3				69	2			2	106			235		
to	Truck													1				1	3					
5:00 PM	Bus		1	1										2					5				1,050	
5:00 PM	Auto		15	7	9			2		5				88	8			2	145			290		
to	Truck		1							1				1				1						
5:15 PM	Bus													2					3				1,004	
5:15 PM	Auto		19	9	3			5		4				72				2	117			242		
to	Truck																		2					
5:30 PM	Bus		2											2				1	4				994	
5:30 PM	Auto		24	4	8			2		2				60	3			3	115			233		
to	Truck		1	1										2					1					
5:45 PM	Bus		1											3					3				1,000	
5:45 PM	Auto		24	5	5					3				63	1			4	120			246		
to	Truck													9	2				1					
6:00 PM	Bus		1											4					4				1,011	
6:00 PM	Auto		24	2	5			5		3				76	3			2	108			237		
to	Truck													4										
6:15 PM	Bus		2											1					2				958	
6:15 PM	Auto		20	5	4									57	2			5	98			199		
to	Truck													2					1					
6:30 PM	Bus													2					3				915	1,050
6:30 PM	Auto		18	6	4									58	4			2	92			192		
to	Truck																		1					
6:45 PM	Bus																		7				874	
6:45 PM	Auto		7	5	7			1		1				46	2			2	71			152		
to	Truck							1						1					1					
7:00 PM	Bus		2											3					2				780	
7:00 PM	Auto		14	8	5			3		2				45	4			1	93			184		
to	Truck			1										1	1				3					
7:15 PM	Bus													2					1				727	
7:15 PM	Auto		14	5	8			2		1				59	2				76			172		
to	Truck													1										
7:30 PM	Bus		1											1					2				700	
Peak Hour Volume (PHV)			87	27	27			15		15				299	11			11	502			994		
PHV (by approach)				141					30					310					513					
Peak Hour Factor (PHF)		#DIV/0!	0.87	0.75	0.75	#DIV/0!	#DIV/0!	0.75	#DIV/0!	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.34	#DIV/0!	#DIV/0!	0.92	0.85	#DIV/0!	#DIV/0!			
Total Autos			80	26	27			15		14				283	11			8	481					
Total Trucks			3							1				7				2	9					
Total Buses			4	1										9				1	12					
% Auto		#DIV/0!	92.0%	96.3%	100.0%	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	93.3%	#DIV/0!	#DIV/0!	#DIV/0!	94.6%	100.0%	#DIV/0!	#DIV/0!	72.7%	95.8%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	8.0%	3.7%		#DIV/0!	#DIV/0!		#DIV/0!	6.7%	#DIV/0!	#DIV/0!	#DIV/0!	5.4%		#DIV/0!	#DIV/0!	27.3%	4.2%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.9
LOCATION: Bay Street @ Thompson Street
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Thompson Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM to 6:45 AM	Auto							3		1				42					71	1		132		
	Truck													2					4					
	Bus													4					4				132	
6:45 AM to 7:00 AM	Auto							2	1	1				65					109			192		
	Truck													6					3					
	Bus													2					3				324	
7:00 AM to 7:15 AM	Auto							2					1	71					110	1		204		
	Truck													3					10					
	Bus													3					3				528	
7:15 AM to 7:30 AM	Auto							6	1	1			1	72					125	4		227		
	Truck													6					4					
	Bus													3					4				755	
7:30 AM to 7:45 AM	Auto							2						72					143	5		242		
	Truck													3					8					
	Bus													5					4				865	
7:45 AM to 8:00 AM	Auto							2	1				1	107					142	4		270		
	Truck													4					6					
	Bus													2					1				943	
8:00 AM to 8:15 AM	Auto							3	1				1	86					120	1		237		
	Truck													10					6					
	Bus													2					7				976	
8:15 AM to 8:30 AM	Auto							8		1			2	87					102	2		217		
	Truck													3					8					
	Bus													2					2				966	
8:30 AM to 8:45 AM	Auto							3		3			1	114					103	2		257		
	Truck							1						9					14					
	Bus													5					2				981	
8:45 AM to 9:00 AM	Auto							2					1	100					106			228		
	Truck													6					10					
	Bus													1					2				939	
9:00 AM to 9:15 AM	Auto							3	2	1			1	115					109	5		253		
	Truck													7					5					
	Bus													3					2				955	
9:15 AM to 9:30 AM	Auto							1	1	1				96					94	3		216		
	Truck													8					9					
	Bus													1					2				954	981
Peak Hour Volume (PHV)								17	1	4			5	425					482	5		939		
PHV (by approach)									22					430					487					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.53	0.25	0.33	#DIV/0!	#DIV/0!	0.63	0.83	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.63	#DIV/0!			
Total Autos								16	1	4			5	387					431	5				
Total Trucks								1						28					38					
Total Buses														10					13					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	94.1%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	91.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	89.4%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5.9%			#DIV/0!	#DIV/0!		8.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	10.6%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.9
LOCATION: Bay Street @ Thompson Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Thompson Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM to 11:45 AM	Auto							5	2				1	78					119			223		
	Truck							1	1					4					8					
	Bus													2					2				223	
11:45 AM to 12:00 PM	Auto							4	3	3			1	81					122			239		
	Truck													10					11	1				
	Bus													1					2				462	
12:00 PM to 12:15 PM	Auto							8	1	2			1	77					102	3		205		
	Truck												1	4					5					
	Bus																		1				667	
12:15 PM to 12:30 PM	Auto							8		1				92					102	4		222		
	Truck							1						5					4					
	Bus													2					3				889	
12:30 PM to 12:45 PM	Auto							1					2	82					106	1		207		
	Truck							1						2					10					
	Bus													2									873	
12:45 PM to 1:00 PM	Auto							4	1					84					126	3		235		
	Truck													6					6					
	Bus													2					3				869	
1:00 PM to 1:15 PM	Auto							1	2	3			1	87					103	2		218		
	Truck													7					6					
	Bus													2					4				882	
1:15 PM to 1:30 PM	Auto							1		2			3	96					114	1		236		
	Truck							1					1	8					5					
	Bus													2					2				896	
1:30 PM to 1:45 PM	Auto							3	1	2			2	86					101	2		211		
	Truck													3					8					
	Bus													2					1				900	
1:45 PM to 2:00 PM	Auto							6	1	2				114					109			246		
	Truck													3					6					
	Bus													1					4				911	911
2:00 PM to 2:15 PM	Auto							5	1	5			2	108					109	2		243		
	Truck													1					7					
	Bus													1					2				936	
2:15 PM to 2:30 PM	Auto							2	3	4			1	82					93	2		206		
	Truck									1				6					7					
	Bus								1					2					2				906	
Peak Hour Volume (PHV)								9	3	5			7	380					485	7		896		
PHV (by approach)									17					387					492					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.56	0.38	0.42	#DIV/0!	#DIV/0!	0.44	0.90	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.90	0.58	#DIV/0!			
Total Autos								7	3	5			6	349					449	7				
Total Trucks								2					1	23					27					
Total Buses														8					9					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	77.8%	100.0%	100.0%	#DIV/0!	#DIV/0!	85.7%	91.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	92.6%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	22.2%			#DIV/0!	#DIV/0!	14.3%	8.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.4%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.9
LOCATION: Bay Street @ Thompson Street
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Thompson Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto							1	1	2			1	116					153	2		289		
	Truck													6					2					
	Bus													2					3				289	
4:15 PM to 4:30 PM	Auto							2		1			2	132					105	1		257		
	Truck													2					8					
	Bus													2					2				546	
4:30 PM to 4:45 PM	Auto							7	1	1				93					122	4		242		
	Truck													5					6					
	Bus													3									788	
4:45 PM to 5:00 PM	Auto							3		2			3	96					117	2		234		
	Truck													2					4					
	Bus													1					4				1,022	
5:00 PM to 5:15 PM	Auto							3	2	1				124					162	4		303		
	Truck													1					1					
	Bus													2					3				1,036	
5:15 PM to 5:30 PM	Auto							3		6			1	98					123	1		242		
	Truck									1				1					2					
	Bus													3					3				1,021	
5:30 PM to 5:45 PM	Auto							3	1	2			1	101					126	3		246		
	Truck																		2					
	Bus													3					4				1,025	
5:45 PM to 6:00 PM	Auto							2		1			3	91					111	2		218		
	Truck													1										
	Bus													3					4				1,009	
6:00 PM to 6:15 PM	Auto							6						114					121	3		252		
	Truck													4					1					
	Bus													1					2				958	
6:15 PM to 6:30 PM	Auto							2	1	4			2	72					109	1		201		
	Truck									1				1					2					
	Bus													2					4				917	
6:30 PM to 6:45 PM	Auto							2					1	76					101	4		194		
	Truck													2					1					
	Bus													1					6				865	
6:45 PM to 7:00 PM	Auto							3	1	4			2	76					106	1		201		
	Truck													1					2					
	Bus													3					2				848	
7:00 PM to 7:15 PM	Auto							4	1	1			3	85					103	1		204		
	Truck																		3					
	Bus													2					1				800	
7:15 PM to 7:30 PM	Auto							3		3			3	78					93			185		
	Truck													1										
	Bus													1					3				784	1,038
Peak Hour Volume (PHV)								16	3	11			4	429					547	11		1,021		
PHV (by approach)									30					433					558					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.57	0.38	0.39	#DIV/0!	#DIV/0!	0.33	0.84	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.82	0.69	#DIV/0!			
Total Autos								16	3	10			4	411					524	11				
Total Trucks										1				9					13					
Total Buses														9					10					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	90.9%	#DIV/0!	#DIV/0!	100.0%	95.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.8%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			9.1%	#DIV/0!	#DIV/0!		4.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.2%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.11
LOCATION: Bay Street @ Vanderbilt Avenue
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Vanderbilt Avenue (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM	Auto		4		3								6	38					57	20		143		
to	Truck												1	4					1	2				
6:45 AM	Bus		1											2					2	2			143	
6:45 AM	Auto		7		7								9	55					63	34		186		
to	Truck													4					2					
7:00 AM	Bus		1											1					2	1			329	
7:00 AM	Auto		11		8								7	42					83	18		198		
to	Truck												1	4					12	2				
7:15 AM	Bus		1										3	2					4				527	
7:15 AM	Auto		8		2								8	45					84	27		190		
to	Truck												1	2					3	1				
7:30 AM	Bus		1		1								1	2					2	2			717	
7:30 AM	Auto		4		10								14	44					84	40		218		
to	Truck				2								3						6	3				
7:45 AM	Bus													2					2	4			792	
7:45 AM	Auto		18		8								11	62					90	54		270		
to	Truck		1		2								5	5					5	1				
8:00 AM	Bus		1											2					3	2			876	
8:00 AM	Auto		11		10								21	59					66	51		248		
to	Truck		2		3									9					5	1				
8:15 AM	Bus				1									2					2	5			926	
8:15 AM	Auto		13		5								22	51					72	51		241		
to	Truck												3	3					8	4				
8:30 AM	Bus		1											2					3	3			977	
8:30 AM	Auto		12		5								17	53					40	31		183		
to	Truck				2									7					11					
8:45 AM	Bus		1											1					2	1			942	
8:45 AM	Auto		17		10								26	63					62	42		249		
to	Truck		1		3								3	6					9	3				
9:00 AM	Bus		1											1					1	1			921	
9:00 AM	Auto		12		6								21	81					72	30		244		
to	Truck				2									11					5					
9:15 AM	Bus		1											2						1			917	
9:15 AM	Auto		13		6								12	56					56	30		187		
to	Truck		2		1									2					5	3				
9:30 AM	Bus																		1				863	977
Peak Hour Volume (PHV)			59		39								92	257					281	193		921		
PHV (by approach)				98										349					474					
Peak Hour Factor (PHF)		#DIV/0!	0.78	#DIV/0!	0.70	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.92	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.83	#DIV/0!			
Total Autos			53		30								86	226					240	175				
Total Trucks			3		8								6	25					33	8				
Total Buses			3		1.									6					8	10				
% Auto		#DIV/0!	89.8%	#DIV/0!	76.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	93.5%	87.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	85.4%	90.7%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	10.2%	#DIV/0!	23.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	6.5%	12.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	14.6%	9.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.11
LOCATION: Bay Street @ Vanderbilt Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Vanderbilt Avenue (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:30 AM	Auto		17		12								12	36					73	43		218		
to	Truck		3		1								1	3					10	2				
11:45 AM	Bus		1											2					1	1			218	
11:45 AM	Auto		16		8								17	43					82	33		221		
to	Truck													4					9	4				
12:00 PM	Bus		1																2	2			439	
12:00 PM	Auto		28		18								15	43					94	18		234		
to	Truck												3	3					5	1				
12:15 PM	Bus		2																2	2			673	
12:15 PM	Auto		11		8								22	48					82	30		218		
to	Truck		1		1								2	5					3	1				
12:30 PM	Bus													2					1	1			891	
12:30 PM	Auto		12		4								28	42					78	27		208		
to	Truck		1											5					6	4				
12:45 PM	Bus		1																				881	
12:45 PM	Auto		16		11								32	56					73	38		242		
to	Truck		1		1									3					6					
1:00 PM	Bus		1		1									1					1	1			902	
1:00 PM	Auto		10		16								29	58					75	33		239		
to	Truck				2								1	4					3					
1:15 PM	Bus		1											1					5	1			907	
1:15 PM	Auto		15		8								22	82					95	39		289		
to	Truck				3								2	8					9					
1:30 PM	Bus		1											1					3	1			978	
1:30 PM	Auto		8		9								20	84					57	12		203		
to	Truck				2								1	3					4	1				
1:45 PM	Bus												1						1				973	
1:45 PM	Auto		8		11								10	71					63	27		202		
to	Truck				1								2	2					5					
2:00 PM	Bus													1						1			933	978
2:00 PM	Auto		23		11								22	95					77	31		274		
to	Truck				1								1	2					5	1				
2:15 PM	Bus		1		1									1					1	1			968	
2:15 PM	Auto		7		12								16	80					79	28		242		
to	Truck		1		2									5					4	2				
2:30 PM	Bus		2											2					1	1			921	
Peak Hour Volume (PHV)			59		46								114	261					354	144		978		
PHV (by approach)				105										375					498					
Peak Hour Factor (PHF)		#DIV/0!	0.82	#DIV/0!	0.64	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.89	0.72	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.83	0.90	#DIV/0!			
Total Autos			53		39								111	238					321	137				
Total Trucks			2		6								3	20					24	4				
Total Buses			4		1									3					9	3				
% Auto		#DIV/0!	89.8%	#DIV/0!	84.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.4%	91.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	90.7%	95.1%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	10.2%	#DIV/0!	15.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.6%	8.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	9.3%	4.9%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.11
LOCATION: Bay Street @ Vanderbilt Avenue
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:00 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Vanderbilt Avenue (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM	Auto							28		11			30	84					108	34		309		
to	Truck													5					2	3				
4:15 PM	Bus													1					3				309	
4:15 PM	Auto							21		10			24	70					72	20		227		
to	Truck							1						2					4					
4:30 PM	Bus																		2	1			536	
4:30 PM	Auto							15		14			37	66					87	30		259		
to	Truck												1	4					2					
4:45 PM	Bus							1						2									795	
4:45 PM	Auto							16		11			26	62					79	37		241		
to	Truck												1	3					2					
5:00 PM	Bus													1					2	1			1,036	
5:00 PM	Auto							24		14			30	82					95	53		300		
to	Truck													1										
5:15 PM	Bus																			1			1,027	
5:15 PM	Auto							11		5			19	67					76	35		223		
to	Truck									1									2					
5:30 PM	Bus							1						3					2	1			1,023	
5:30 PM	Auto							13		12			18	55					64	24		195		
to	Truck												1	1					3					
5:45 PM	Bus													1					1	2			959	
5:45 PM	Auto							14		10			22	58					51	31		192		
to	Truck																							
6:00 PM	Bus							1						2					2	1			910	
6:00 PM	Auto							11		9			15	77					103	34		259		
to	Truck									1				3					2					
6:15 PM	Bus							1						1					1	1			869	
6:15 PM	Auto							5		3			20	59					46	25		163		
to	Truck													1										
6:30 PM	Bus							1											1	2			809	1,036
6:30 PM	Auto							8		4			24	49					65	38		197		
to	Truck													2					1					
6:45 PM	Bus																		4	2			811	
6:45 PM	Auto							10		4			21	51					49	26		169		
to	Truck												1						1					
7:00 PM	Bus							1						3						2			788	
7:00 PM	Auto							11		3			15	63					60	35		193		
to	Truck									1									2					
7:15 PM	Bus													2					1				722	
7:15 PM	Auto							7		3			11	50					43	20		139		
to	Truck																							
7:30 PM	Bus							1						3						1			698	
Peak Hour Volume (PHV)								68		45			114	291					347	158		1,023		
PHV (by approach)									113					405					505					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.71	#DIV/0!	0.80	#DIV/0!	#DIV/0!	0.75	0.88	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.73	#DIV/0!			
Total Autos								66		44			112	277					337	155				
Total Trucks										1			2	8					6					
Total Buses								2						6					4	3				
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.1%	#DIV/0!	97.8%	#DIV/0!	#DIV/0!	98.2%	95.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.1%	98.1%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.9%	#DIV/0!	2.2%	#DIV/0!	#DIV/0!	1.8%	4.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.9%	1.9%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.12
LOCATION: Bay Street @ Edgewater & Hubert Avenue
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Edgewater Avenue (NB#2)					Hubert Avenue (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1 L-2	2 L-1	3 T	4 R-1	5 R-2	6 L-2	7 L-1	8 T	9 R-1	10 R-2	11 L-2	12 L-1	13 T	14 R-1	15 R-2	16 L-2	17 L-1	18 T	19 R-1	20 R-2			
6:30 AM to 6:45 AM	Auto																							
	Truck																							
	Bus																							
6:45 AM to 7:00 AM	Auto																							
	Truck																							
	Bus																							
7:00 AM to 7:15 AM	Auto							43	27								3	4	101			186		
	Truck																		3					
	Bus																		5				186	
7:15 AM to 7:30 AM	Auto			10	27			41	26	1				69	21		3	2	90			323		
	Truck			2	2									12	1				4					
	Bus								1					6	1				4				509	
7:30 AM to 7:45 AM	Auto		4	12	23			56	30	2				67	28		2	5	97			363		
	Truck				2			1						12	5				6					
	Bus							1	1					5					4				872	
7:45 AM to 8:00 AM	Auto		1	5	42			54	34	1				58	32			12	101			370		
	Truck		1 .		2				2					12	1				9					
	Bus													1					2				1,242	
8:00 AM to 8:15 AM	Auto		2	12	44			40	24	4				48	16			5	89			311		
	Truck		1	3	1				1					3	2				7					
	Bus								1					1	1				6				1,367	
8:15 AM to 8:30 AM	Auto		2	8	48			42	34	4				74	23			3	78			354		
	Truck			2	3				1	1				8	4				7					
	Bus													6	1				5				1,398	
8:30 AM to 8:45 AM	Auto			2	48			28	14	4				73	15			8	60			290		
	Truck			1	3				3	1				6	1		1	1	13					
	Bus								1					2	4				1				1,325	
8:45 AM to 9:00 AM	Auto			5	34			43	24	1				80	12			8	84			322		
	Truck			1	1				3	1				9	2				10					
	Bus													2					2				1,277	
9:00 AM to 9:15 AM	Auto			3	30			21	13	2				97	12			2	77			281		
	Truck			1	1									10	1				3					
	Bus							2	1	1				1	1				2				1,247	
9:15 AM to 9:30 AM	Auto			4	32			20	15	4				63	10			1	59			222		
	Truck							1	1	1				3					7					
	Bus																		1				1,115	1,398
Peak Hour Volume (PHV)			5	34	182			153	106	16				312	81		1	25	362			1,277		
PHV (by approach)				221					275					393					388					
Peak Hour Factor (PHF)		#DIV/0!	0.42	0.57	0.89	#DIV/0!	#DIV/0!	0.89	0.76	0.80	#DIV/0!	#DIV/0!	#DIV/0!	0.86	0.72	#DIV/0!	0.25	0.69	0.89	#DIV/0!	#DIV/0!			
Total Autos			4	27	174			153	96	13				275	66			24	311					
Total Trucks			1	7	8				8	3				26	9		1	1	37					
Total Buses									2					11	6				14					
% Auto		#DIV/0!	80.0%	79.4%	95.6%	#DIV/0!	#DIV/0!	100.0%	90.6%	81.3%	#DIV/0!	#DIV/0!	#DIV/0!	88.1%	81.5%	#DIV/0!		96.0%	85.9%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	20.0%	20.6%	4.4%	#DIV/0!	#DIV/0!		9.4%	18.8%	#DIV/0!	#DIV/0!	#DIV/0!	11.9%	18.5%	#DIV/0!	100.0%	4.0%	14.1%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.12
LOCATION: Bay Street @ Edgewater & Hubert Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Edgewater Avenue (EB)					Hubert Avenue (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto			10	35			20	27	2				42	14		1	2	102			284		
to	Truck		1	1	3				2					4				1	10					
11:45 AM	Bus													3	2				2				284	
11:45 AM	Auto			7	27			23	19	2				48	6		1	5	101			266		
to	Truck			1	2			1	2					4					10					
12:00 PM	Bus														5				2				550	
12:00 PM	Auto		1	8	31			31	25	5				46	13			3	110			289		
to	Truck				1									6	1				4					
12:15 PM	Bus													1	3								839	
12:15 PM	Auto			4	31			15	26	5				62	9		2	3	115			297		
to	Truck			1	1				1	1				6	1				3					
12:30 PM	Bus				4									3	2				2				1,136	
12:30 PM	Auto			16	37			28	28					59	8		2	3	82			281		
to	Truck			1	2				2	1				3					7					
12:45 PM	Bus													1	1								1,133	
12:45 PM	Auto			8	30			32	30	4				76	18		1	4	106			324		
to	Truck								1					4			1		5					
1:00 PM	Bus									1				2					1				1,191	
1:00 PM	Auto			9	38			18	32	4				83	22		1	2	114			343		
to	Truck				1			2						5	1				5					
1:15 PM	Bus													1					5				1,245	
1:15 PM	Auto		1	8	29			22	24	4				89	10		1	3	81			295		
to	Truck				1				1					9	4				4					
1:30 PM	Bus													1					3				1,243	
1:30 PM	Auto			17	30			27	29	5				80	22		2	2	97			332		
to	Truck			2	1				2					3	2			1	9					
1:45 PM	Bus													1									1,294	
1:45 PM	Auto			7	28			29	24	5				82	7		2	4	85			293		
to	Truck			1	1			1	1					5			1		4					
2:00 PM	Bus													2	2				2				1,263	1,294
2:00 PM	Auto			17	40			31	33	3				92	12			3	95			346		
to	Truck				1			2	2	1				2	1				6					
2:15 PM	Bus							1						1	1				2				1,266	
2:15 PM	Auto			12	32			29	19	1				77	12		1	5	93			302		
to	Truck			3	2				1					6					4					
2:30 PM	Bus													3	1				1				1,273	
Peak Hour Volume (PHV)			1	42	138			102	118	14				333	64		6	12	413			1,243		
PHV (by approach)				181					234					397					431					
Peak Hour Factor (PHF)		#DIV/0!	0.25	0.62	0.88	#DIV/0!	#DIV/0!	0.80	0.92	0.70	#DIV/0!	#DIV/0!	#DIV/0!	0.84	0.70	#DIV/0!	0.75	0.75	0.83	#DIV/0!	#DIV/0!			
Total Autos			1	41	134			100	114	12				307	58		5	12	383					
Total Trucks				1	4			2	4	1				21	5		1		21					
Total Buses										1				5	1				9					
% Auto		#DIV/0!	100.0%	97.6%	97.1%	#DIV/0!	#DIV/0!	98.0%	96.6%	85.7%	#DIV/0!	#DIV/0!	#DIV/0!	92.2%	90.6%	#DIV/0!	83.3%	100.0%	92.7%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		2.4%	2.9%	#DIV/0!	#DIV/0!	2.0%	3.4%	14.3%	#DIV/0!	#DIV/0!	#DIV/0!	7.8%	9.4%	#DIV/0!	16.7%		7.3%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.12
LOCATION: Bay Street @ Edgewater & Hubert Avenue
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Edgewater Avenue (EB)					Hubert Avenue (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
4:00 PM	Auto		2	22	45			29	51	2				89	22			4	127			414		
to	Truck			1	1									5	2				2					
4:15 PM	Bus													2	5				3				414	
4:15 PM	Auto			18	42			27	35					70	20		1	1	93			323		
to	Truck			1	2				1					1	1				4					
4:30 PM	Bus													2	2				2				737	
4:30 PM	Auto			29	36			23	40	2				79	24				103			351		
to	Truck			1	1									1	1				5					
4:45 PM	Bus													3	1				2				1,088	
4:45 PM	Auto			16	21			28	21	3				76	21			1	105			304		
to	Truck			1	1				1					1	1				1					
5:00 PM	Bus													3					3				1,392	
5:00 PM	Auto			19	65			42	49	1				103	21				135			443		
to	Truck				1									2	1									
5:15 PM	Bus														2				2				1,421	
5:15 PM	Auto		4	11	33			28	32					67	20		1	2	94			300		
to	Truck													1					2					
5:30 PM	Bus													2					3				1,398	
5:30 PM	Auto			9	37			34	32					71	18		1	1	82			293		
to	Truck			1				1	1					1					2					
5:45 PM	Bus													1					1				1,340	
5:45 PM	Auto			8	37			20	18	5				81	13			1	90			285		
to	Truck				1					1				2	1				1					
6:00 PM	Bus													3					3				1,321	
6:00 PM	Auto			2	30			20	25	1				95	20			7	93			302		
to	Truck								1					4										
6:15 PM	Bus														1				3				1,180	
6:15 PM	Auto			5	22			13	21	1				65	9			3	86			234		
to	Truck																1	1	5					
6:30 PM	Bus		1																1				1,114	1,421
6:30 PM	Auto			7	29			16	19					62	21			2	60			226		
to	Truck													3	1									
6:45 PM	Bus													3					3				1,047	
6:45 PM	Auto			5	30			12	23	2				67	8				61			214		
to	Truck				1									1					1					
7:00 PM	Bus													3									976	
7:00 PM	Auto			9	35			18	24					72	13				77			257		
to	Truck				1									1					2					
7:15 PM	Bus													3					2				931	
7:15 PM	Auto			3	35			10	14	3				61	11			1	44			186		
to	Truck																							
7:30 PM	Bus													2	1				1				883	
Peak Hour Volume (PHV)			4	77	158			121	143	6				338	92		1	3	455			1,398		
PHV (by approach)				239					270					430					459					
Peak Hour Factor (PHF)		#DIV/0!	0.25	0.64	0.60	#DIV/0!	#DIV/0!	0.72	0.73	0.50	#DIV/0!	#DIV/0!	#DIV/0!	0.80	0.88	#DIV/0!	0.25	0.38	0.83	#DIV/0!	#DIV/0!			
Total Autos			4	75	155			121	142	6				325	86		1	3	437					
Total Trucks				2	3				1					5	3				8					
Total Buses														8	3				10					
% Auto		#DIV/0!	100.0%	97.4%	98.1%	#DIV/0!	#DIV/0!	100.0%	99.3%	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	96.2%	93.5%	#DIV/0!	100.0%	100.0%	96.0%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		2.6%	1.9%	#DIV/0!	#DIV/0!		0.7%		#DIV/0!	#DIV/0!	#DIV/0!	3.8%	6.5%	#DIV/0!			4.0%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.13
LOCATION: Bay Street @ Hylan Boulevard
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hylan Boulevard (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hylan Boulevard (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM to 6:45 AM	Auto		20	16	2			17	4	10			3	40	7			1	55	6		193		
	Truck			1										5					2	2				
	Bus				1														1					
6:45 AM to 7:00 AM	Auto		32	18	4			22	6	1			2	84	7				72	7		261	193	
	Truck				2									1										
	Bus													1					2					
7:00 AM to 7:15 AM	Auto		24	24	5			19					1	60	16				84	11		263	454	
	Truck													3					6	1				
	Bus				2									3					2	2				
7:15 AM to 7:30 AM	Auto		27	28	5			46	14				6	63	18				82	8		315	717	
	Truck		1	1				1	1					4					2	2				
	Bus		1		1									1					3					
7:30 AM to 7:45 AM	Auto		33	30	7			32	5	3			5	63	20			1	87	14		315	1,032	
	Truck		3											4						1				
	Bus				3									2					2					
7:45 AM to 8:00 AM	Auto		34	48	15			32	18	1			4	81	44			2	97	10		401	1,154	
	Truck		2		1				1					1	1				3					
	Bus				3									2					1					
8:00 AM to 8:15 AM	Auto		38	33	14			24	14				8	111	20				77	21		378	1,294	
	Truck		3					1	1					3					3	1				
	Bus													1					4	1				
8:15 AM to 8:30 AM	Auto		24	28	9			25	19	1			12	84	35				65	27		340	1,409	
	Truck													2					3	1				
	Bus				2									1					2					
8:30 AM to 8:45 AM	Auto		28	36	15			42	10	1			6	100	35				79	17		381	1,434	
	Truck				1									4					4					
	Bus													2					1					
8:45 AM to 9:00 AM	Auto		26	29	5			21	11	4			4	83	26				70	10		303	1,500	
	Truck		1																6	2				
	Bus				1									2					2					
9:00 AM to 9:15 AM	Auto		38	28	15			15	6	3			2	110	31				59	17		331	1,402	
	Truck		2										1	2					1					
	Bus													1										
9:15 AM to 9:30 AM	Auto		31	26	16			17	10	2			11	75	23				74	19		316	1,355	
	Truck		2	1	1				1					1						3				
	Bus				1									1					1					
Peak Hour Volume (PHV)			120	126	47			113	55	6			30	393	116				316	80		1,402	1,331	1,500
PHV (by approach)				293					174					539					396					
Peak Hour Factor (PHF)		#DIV/0!	0.73	0.88	0.73	#DIV/0!	#DIV/0!	0.67	0.72	0.38	#DIV/0!	#DIV/0!	0.63	0.85	0.83	#DIV/0!	#DIV/0!	#DIV/0!	0.94	0.71	#DIV/0!			
Total Autos			116	126	43			112	54	6			30	378	116				291	75				
Total Trucks			4		1			1	1					9					16	4				
Total Buses					3									6					9	1				
% Auto		#DIV/0!	96.7%	100.0%	91.5%	#DIV/0!	#DIV/0!	99.1%	98.2%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.2%	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	92.1%	93.8%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	3.3%		8.5%	#DIV/0!	#DIV/0!	0.9%	1.8%		#DIV/0!	#DIV/0!		3.8%		#DIV/0!	#DIV/0!	#DIV/0!	7.9%	6.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.13
LOCATION: Bay Street @ Hylan Boulevard
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hylan Boulevard (EB)					Hylan Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM	Auto		20	18	11			17	15	3			8	70	17				73	23		288		
to	Truck				1				1					1					4	3				
11:45 AM	Bus													1					1	1			288	
11:45 AM	Auto		23	15	13			18	8	5			6	51	11			1	80	30		268		
to	Truck		3		1									1						1				
12:00 PM	Bus																		1				556	
12:00 PM	Auto		32	12	15			14	10	3			8	56	15			3	89	36		298		
to	Truck							1											2	2				
12:15 PM	Bus																						854	
12:15 PM	Auto		23	11	14			17	7	5			10	54	13			4	106	34		304		
to	Truck		1	1										1					1					
12:30 PM	Bus													1					1				1,158	
12:30 PM	Auto		37	12	8			24	16	5			10	78	25			3	91	18		335		
to	Truck				1														5	1				
12:45 PM	Bus													1									1,205	
12:45 PM	Auto		27	22	13			27	16	4			8	49	14			2	91	30		310		
to	Truck													1	1				2					
1:00 PM	Bus		1											1					1				1,247	
1:00 PM	Auto		30	15	10			15	11	2			4	66	15			1	86	30		293		
to	Truck														1				1	3				
1:15 PM	Bus													1					2				1,242	
1:15 PM	Auto		27	13	20			18	15	2			9	85	21			3	86	33		340		
to	Truck													1					2					
1:30 PM	Bus													1					3	1			1,278	
1:30 PM	Auto		25	14	13			28	13	3			2	107	19			1	86	38		353		
to	Truck																		1	2				
1:45 PM	Bus																		1				1,296	
1:45 PM	Auto		22	20	7			23	8	2			6	85	19			2	67	18		285		
to	Truck			2																1				
2:00 PM	Bus		1											1					1				1,271	1,296
2:00 PM	Auto		23	23	11			16	16	1			8	86	17			2	74	26		310		
to	Truck																		1	2				
2:15 PM	Bus													1					3				1,288	
2:15 PM	Auto		20	23	9			26	19	4			6	79	25			1	81	21		323		
to	Truck		2										1	1					1					
2:30 PM	Bus		1		1														2				1,271	
Peak Hour Volume (PHV)			122	62	52			84	58	13			31	284	77			9	370	116		1,278		
PHV (by approach)				236					155					392					495					
Peak Hour Factor (PHF)		#DIV/0!	0.82	0.70	0.65	#DIV/0!	#DIV/0!	0.78	0.91	0.65	#DIV/0!	#DIV/0!	0.78	0.82	0.77	#DIV/0!	#DIV/0!	0.75	0.96	0.85	#DIV/0!			
Total Autos			121	62	51			84	58	13			31	278	75			9	354	111				
Total Trucks					1									2	2				10	4				
Total Buses			1											4					6	1				
% Auto		#DIV/0!	99.2%	100.0%	98.1%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.9%	97.4%	#DIV/0!	#DIV/0!	100.0%	95.7%	95.7%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	0.8%		1.9%	#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!		2.1%	2.6%	#DIV/0!	#DIV/0!		4.3%	4.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.13
LOCATION: Bay Street @ Hylan Boulevard
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hylan Boulevard (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hylan Boulevard (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto		30	23	17			41	38	3			2	119	27				118	58		480		
	Truck								1					1										
	Bus													2									480	
4:15 PM to 4:30 PM	Auto		45	20	15			40	12				6	89	22				107	38		401		
	Truck		1																2	1				
	Bus																		3				881	
4:30 PM to 4:45 PM	Auto		29	11	5			25	22	2			7	115	42			2	126	34		428		
	Truck								1					1					2					
	Bus													2					2				1,309	
4:45 PM to 5:00 PM	Auto		27	17	27			21	23				9	91	23			1	101	44		388		
	Truck																							
	Bus													1					3				1,697	
5:00 PM to 5:15 PM	Auto		28	22	18			30	31	2			12	95	17				112	38		408		
	Truck																							
	Bus													2					1				1,625	
5:15 PM to 5:30 PM	Auto		23	16	14			24	23	2			4	78	22				80	19		310		
	Truck																							
	Bus				1									2					2				1,534	
5:30 PM to 5:45 PM	Auto		23	12	8			26	28	1			10	93	27			1	84	25		341		
	Truck													1										
	Bus													1					1				1,447	
5:45 PM to 6:00 PM	Auto		14	17	8			17	9				8	93	23				86	21		301		
	Truck													1										
	Bus				1									1					2				1,360	
6:00 PM to 6:15 PM	Auto		12	12	8			12	11	1			7	81	20			1	76	22		265		
	Truck																							
	Bus																		2				1,217	
6:15 PM to 6:30 PM	Auto		20	11	11			10	10	2			6	86	13			3	75	17		269		
	Truck		1																					
	Bus				1									2					1				1,176	1,697
6:30 PM to 6:45 PM	Auto		28	11	6			16	12	1			7	91	14				63	13		266		
	Truck																							
	Bus													1					3				1,101	
6:45 PM to 7:00 PM	Auto		11	5	6			8	5	2			2	81	8				65	18		217		
	Truck		1																					
	Bus				1									2					2				1,017	
7:00 PM to 7:15 PM	Auto		11	10	10			8	12				6	75	20			1	71	18		247		
	Truck		1																	1				
	Bus													2					1				999	
7:15 PM to 7:30 PM	Auto		10	12	9			12	10				5	84	35			4	58	12		256		
	Truck																							
	Bus				1									2					2				986	
Peak Hour Volume (PHV)			107	66	65			100	100	6			32	387	104			3	429	135		1,534		
PHV (by approach)				238					206					523					567					
Peak Hour Factor (PHF)		#DIV/0!	0.92	0.75	0.60	#DIV/0!	#DIV/0!	0.83	0.81	0.75	#DIV/0!	#DIV/0!	0.67	0.82	0.62	#DIV/0!	#DIV/0!	0.38	0.83	0.77	#DIV/0!			
Total Autos			107	66	64			100	99	6			32	379	104			3	419	135				
Total Trucks									1					1					2					
Total Buses					1									7					8					
% Auto		#DIV/0!	100.0%	100.0%	98.5%	#DIV/0!	#DIV/0!	100.0%	99.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.9%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!			1.5%	#DIV/0!	#DIV/0!		1.0%		#DIV/0!	#DIV/0!		2.1%		#DIV/0!	#DIV/0!		2.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.14
LOCATION: Bay Street @ Willow Avenue
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Cloudy/Rainy
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Willow Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
6:30 AM to 6:45 AM	Auto																							
	Truck																							
	Bus																							
6:45 AM to 7:00 AM	Auto																							
	Truck																							
	Bus																							
7:00 AM to 7:15 AM	Auto																							
	Truck																							
	Bus																							
7:15 AM to 7:30 AM	Auto																							
	Truck																							
	Bus																							
7:30 AM to 7:45 AM	Auto																							
	Truck																							
	Bus																							
7:45 AM to 8:00 AM	Auto																							
	Truck																							
	Bus																							
8:00 AM to 8:15 AM	Auto		3	3	1			11	3	2			8	104	9			6	70	6		246		
	Truck		1										2	5	1				7					
	Bus													1					3				246	
8:15 AM to 8:30 AM	Auto		3	5				9	4	1			6	104	12			6	70	5		241		
	Truck												1	2	2				7					
	Bus													1					3				487	
8:30 AM to 8:45 AM	Auto		3	3	1			11	3	2			8	104	9			6	70	6		246		
	Truck		1										2	5	1				7					
	Bus													1					3				733	
8:45 AM to 9:00 AM	Auto		3	1	1			13	1	2			10	104	6			6	70	6		244		
	Truck		1										2	8					7					
	Bus													1					2				977	
9:00 AM to 9:15 AM	Auto																							
	Truck																							
	Bus																						731	
9:15 AM to 9:30 AM	Auto																							
	Truck																							
	Bus																						490	977
Peak Hour Volume (PHV)			15	12	3			44	11	7			39	440	40			24	319	23		977		
PHV (by approach)				30					62					519					366					
Peak Hour Factor (PHF)		#DIV/0!	0.94	0.60	0.75	#DIV/0!	#DIV/0!	0.85	0.69	0.88	#DIV/0!	#DIV/0!	0.81	0.97	0.71	#DIV/0!	#DIV/0!	1.00	1.00	0.96	#DIV/0!			
Total Autos			12	12	3			44	11	7			32	416	36			24	280	23				
Total Trucks			3										7	20	4				28					
Total Buses														4					11					
% Auto		#DIV/0!	80.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	82.1%	94.5%	90.0%	#DIV/0!	#DIV/0!	100.0%	87.8%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	20.0%			#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!	17.9%	5.5%	10.0%	#DIV/0!	#DIV/0!		12.2%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.14
LOCATION: Bay Street @ Willow Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	*Willow Street* (EB)					*Willow Street* (WB)					*Bay Street* (NB)					*Bay Street* (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM to 11:45 AM	Auto																							
	Truck																							
	Bus																							
11:45 AM to 12:00 PM	Auto																							
	Truck																							
	Bus																							
12:00 PM to 12:15 PM	Auto																							
	Truck																							
	Bus																							
12:15 PM to 12:30 PM	Auto																							
	Truck																							
	Bus																							
12:30 PM to 12:45 PM	Auto		2	2	2			27	2	2			3	88	16			4	102	3		268		
	Truck							1						5					5	1				
	Bus													1					2				268	
12:45 PM to 1:00 PM	Auto		1	3	2			26	3	1			4	91	19			5	104	4		273		
	Truck							1						5					1					
	Bus																		3				541	
1:00 PM to 1:15 PM	Auto		2	2	2			27	2	2			3	88	16			4	102	3		268		
	Truck							1						5					5	1				
	Bus													1					2				809	
1:15 PM to 1:30 PM	Auto		2		1			28	1	3			1	84	13			2	100	2		254		
	Truck							1						4					8	1				
	Bus													2					1				1,063	
1:30 PM to 1:45 PM	Auto																							
	Truck																							
	Bus																						795	
1:45 PM to 2:00 PM	Auto																							
	Truck																							
	Bus																						522	1,063
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						254	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			7	7	7			112	8	8			11	374	64			15	435	15		1,063		
PHV (by approach)				21					128					449					465					
Peak Hour Factor (PHF)		#DIV/0!	0.88	0.58	0.88	#DIV/0!	#DIV/0!	0.97	0.67	0.67	#DIV/0!	#DIV/0!	0.69	0.97	0.84	#DIV/0!	#DIV/0!	0.75	1.00	0.94	#DIV/0!			
Total Autos			7	7	7			108	8	8			11	351	64			15	408	12				
Total Trucks								4						19					19	3				
Total Buses														4					8					
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	96.4%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	93.9%	100.0%	#DIV/0!	#DIV/0!	100.0%	93.8%	80.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!	3.6%			#DIV/0!	#DIV/0!		6.1%		#DIV/0!	#DIV/0!		6.2%	20.0%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.14
LOCATION: Bay Street @ Willow Avenue
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:01 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB)					Willow Street (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
4:00 PM to 4:15 PM	Auto																							
	Truck																							
	Bus																							
4:15 PM to 4:30 PM	Auto																							
	Truck																							
	Bus																							
4:30 PM to 4:45 PM	Auto		2	1	1			20	2	3			4	103	19			4	118	3		289		
	Truck		1					1						1					2					
	Bus													2					2				289	
4:45 PM to 5:00 PM	Auto							28		3			1	122	21			6	131			318		
	Truck		1					1											2					
	Bus													1					1				607	
5:00 PM to 5:15 PM	Auto		2	1	1			20	2	3			4	103	19			4	118	3		289		
	Truck		1					1						1					2					
	Bus													2					2				896	
5:15 PM to 5:30 PM	Auto		4	2	1			12	3	2			6	84	16			2	105	5		250		
	Truck													1					2					
	Bus													2					3				1,146	
5:30 PM to 5:45 PM	Auto																							
	Truck																							
	Bus																						857	
5:45 PM to 6:00 PM	Auto																							
	Truck																							
	Bus																						539	
6:00 PM to 6:15 PM	Auto																							
	Truck																							
	Bus																						250	
6:15 PM to 6:30 PM	Auto																							
	Truck																							
	Bus																							1,146
6:30 PM to 6:45 PM	Auto																							
	Truck																							
	Bus																							
6:45 PM to 7:00 PM	Auto																							
	Truck																							
	Bus																							
7:00 PM to 7:15 PM	Auto																							
	Truck																							
	Bus																							
7:15 PM to 7:30 PM	Auto																							
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			11	4	3			83	7	11			15	422	75			16	488	11		1,146		
PHV (by approach)				18					101					512					515					
Peak Hour Factor (PHF)		#DIV/0!	0.69	0.50	0.75	#DIV/0!	#DIV/0!	0.72	0.58	0.92	#DIV/0!	#DIV/0!	0.63	0.86	0.89	#DIV/0!	#DIV/0!	0.67	0.91	0.55	#DIV/0!			
Total Autos			8	4	3			80	7	11			15	412	75			16	472	11				
Total Trucks			3					3						3					8					
Total Buses														7					8					
% Auto		#DIV/0!	72.7%	100.0%	100.0%	#DIV/0!	#DIV/0!	96.4%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.6%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.7%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	27.3%			#DIV/0!	#DIV/0!	3.6%			#DIV/0!	#DIV/0!		2.4%		#DIV/0!	#DIV/0!		3.3%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.15
LOCATION: Edgewater Street @ Willow Avenue
TIME PERIOD: AM Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Cloudy/Rainy
PRINT DATE & TIME : 12/19/05 3:02 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB)					Parking Lot (WB)					Edgewater Street (NB)					Edgewater Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
6:30 AM to 6:45 AM	Auto																							
	Truck																							
	Bus																							
6:45 AM to 7:00 AM	Auto																							
	Truck																							
	Bus																							
7:00 AM to 7:15 AM	Auto																							
	Truck																							
	Bus																							
7:15 AM to 7:30 AM	Auto																							
	Truck																							
	Bus																							
7:30 AM to 7:45 AM	Auto																							
	Truck																							
	Bus																							
7:45 AM to 8:00 AM	Auto																							
	Truck																							
	Bus																							
8:00 AM to 8:15 AM	Auto		4	13	1			2	4	3			2	41	21			15	28	5		139		
	Truck																						139	
	Bus																							
8:15 AM to 8:30 AM	Auto		6	17	1			2	10	6			3	50	21			15	25	3		161		
	Truck																			1			300	
	Bus													1										
8:30 AM to 8:45 AM	Auto		7	20				1	15	8			3	59	21			14	22	1		173		
	Truck																			1			473	
	Bus													1										
8:45 AM to 9:00 AM	Auto		6	17	1			2	10	6			3	50	21			15	25	3		161		
	Truck																			1			634	
	Bus													1										
9:00 AM to 9:15 AM	Auto																							
	Truck																						495	
	Bus																							
9:15 AM to 9:30 AM	Auto																							
	Truck																						334	634
	Bus																							
Peak Hour Volume (PHV)			23	67	3			7	39	23			11	203	84			59	100	15		634		
PHV (by approach)				93					69					298					174					
Peak Hour Factor (PHF)		#DIV/0!	0.82	0.84	0.75	#DIV/0!	#DIV/0!	0.88	0.65	0.72	#DIV/0!	#DIV/0!	0.92	0.85	1.00	#DIV/0!	#DIV/0!	0.98	0.89	0.75	#DIV/0!			
Total Autos			23	67	3			7	39	23			11	200	84			59	100	12				
Total Trucks																				3				
Total Buses														3										
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	98.5%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	80.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!		1.5%		#DIV/0!	#DIV/0!			20.0%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.15
LOCATION: Edgewater Street @ Willow Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:02 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB)					Parking Lot (WB)					Edgewater Street (NB)					Edgewater Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:30 AM to 11:45 AM	Auto																							
	Truck																							
	Bus																							
11:45 AM to 12:00 PM	Auto																							
	Truck																							
	Bus																							
12:00 PM to 12:15 PM	Auto																							
	Truck																							
	Bus																							
12:15 PM to 12:30 PM	Auto																							
	Truck																							
	Bus																							
12:30 PM to 12:45 PM	Auto		3	17	4			12	17	12			5	21	14			6	23	1		136		
	Truck			1																				
	Bus																						136	
12:45 PM to 1:00 PM	Auto		2	20	3			11	22	12			4	22	12			10	21	2		143		
	Truck			1										1										
	Bus																						279	
1:00 PM to 1:15 PM	Auto		1	23	2			9	26	12			3	22	10			14	18	3		144		
	Truck													1										
	Bus																						423	
1:15 PM to 1:30 PM	Auto		2	20	3			11	22	12			4	22	12			10	21	2		143		
	Truck			1										1										
	Bus																						566	
1:30 PM to 1:45 PM	Auto																							
	Truck																							
	Bus																						430	
1:45 PM to 2:00 PM	Auto																							
	Truck																							
	Bus																						287	566
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						143	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			8	83	12			43	87	48			16	90	48			40	83	8		566		
PHV (by approach)				103					178					154					131					
Peak Hour Factor (PHF)		#DIV/0!	0.67	0.90	0.75	#DIV/0!	#DIV/0!	0.90	0.84	1.00	#DIV/0!	#DIV/0!	0.80	0.98	0.86	#DIV/0!	#DIV/0!	0.71	0.90	0.67	#DIV/0!			
Total Autos			8	80	12			43	87	48			16	87	48			40	83	8				
Total Trucks				3										3										
Total Buses																								
% Auto		#DIV/0!	100.0%	96.4%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.7%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		3.6%		#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!		3.3%		#DIV/0!	#DIV/0!				#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.15
LOCATION: Edgewater Street @ Willow Avenue
TIME PERIOD: PM Peak Period
COUNT DATE : Tuesday, November 15, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:02 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Willow Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Parking Lot (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Edgewater Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Edgewater Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
4:00 PM to 4:15 PM	Auto																							
	Truck																							
	Bus																							
4:15 PM to 4:30 PM	Auto																							
	Truck																							
	Bus																							
4:30 PM to 4:45 PM	Auto		4	14	1			18	26	27			6	36	11			9	23	3		180		
	Truck									1										1				
	Bus																						180	
4:45 PM to 5:00 PM	Auto		3	10	2			23	26	25			5	37	13			8	31	2		188		
	Truck								1	1										1				
	Bus																						368	
5:00 PM to 5:15 PM	Auto		1	5	2			27	25	22			4	38	15			6	39	1		186		
	Truck								1															
	Bus																						554	
5:15 PM to 5:30 PM	Auto		3	10	2			23	26	25			5	37	13			8	31	2		188		
	Truck								1	1										1				
	Bus																						742	
5:30 PM to 5:45 PM	Auto																							
	Truck																							
	Bus																						562	
5:45 PM to 6:00 PM	Auto																							
	Truck																							
	Bus																						374	
6:00 PM to 6:15 PM	Auto																							
	Truck																							
	Bus																						188	
6:15 PM to 6:30 PM	Auto																							
	Truck																							
	Bus																							742
6:30 PM to 6:45 PM	Auto																							
	Truck																							
	Bus																							
6:45 PM to 7:00 PM	Auto																							
	Truck																							
	Bus																							
7:00 PM to 7:15 PM	Auto																							
	Truck																							
	Bus																							
7:15 PM to 7:30 PM	Auto																							
	Truck																							
	Bus																							
Peak Hour Volume (PHV)			11	39	7			91	106	102			20	148	52			31	124	11		742		
PHV (by approach)				57					299					220					166					
Peak Hour Factor (PHF)		#DIV/0!	0.69	0.70	0.88	#DIV/0!	#DIV/0!	0.84	0.98	0.91	#DIV/0!	#DIV/0!	0.83	0.97	0.87	#DIV/0!	#DIV/0!	0.86	0.79	0.69	#DIV/0!			
Total Autos			11	39	7			91	103	99			20	148	52			31	124	8				
Total Trucks																								
Total Buses									3	3										3				
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	97.2%	97.1%	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	72.7%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!		2.8%	2.9%	#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!			27.3%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.1 - Bay Street @ Victory Blvd.
LOCATION: Bay Street @ Victory Boulevard (Saturday)
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:02 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Victory Boulevard (EB)					Victory Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
11:00 AM	Auto		21		5			1					25	73	1				84	39		263		
to	Truck		2												1				1					
11:15 AM	Bus		1											1					3	5			263	
11:15 AM	Auto		21		7								25	65				1	60	33		229		
to	Truck		1										1	3						1				
11:30 AM	Bus		4											3					1	3			492	
11:30 AM	Auto		24		4								27	73	1				65	14		232		
to	Truck												1	3				1	4	1				
11:45 AM	Bus		3											2					4	5			724	
11:45 AM	Auto		46		4			1					31	85					70	29		286		
to	Truck								1				1	6										
12:00 PM	Bus		3											2					3	4			1,010	
12:00 PM	Auto		28		6			1					28	85	1				89	37		295		
to	Truck												2	4				1						
12:15 PM	Bus		1											4					3	5			1,042	
12:15 PM	Auto		34		2				1	2			37	95	1				88	20		300		
to	Truck		1	1										3				2						
12:30 PM	Bus		4											3					1	5			1,113	
12:30 PM	Auto		20	1	4				1	1			34	85				1	100	30		301		
to	Truck												2	2				4						
12:45 PM	Bus		6											2					3	5			1,182	
12:45 PM	Auto		22		5								33	83	1			2	109	28		302		
to	Truck		2										1	1				4						
1:00 PM	Bus		2											3					1	5			1,198	
1:00 PM	Auto		21		1								37	91	1				97	24		290		
to	Truck												1	1				1						
1:15 PM	Bus		5											2					3	5			1,193	
1:15 PM	Auto		29		5								40	89	1			1	77	35		300		
to	Truck												1	2				3		1				
1:30 PM	Bus		5											4					1	6			1,193	
1:30 PM	Auto		22		3					1			32	84					88	28		277		
to	Truck							1					1	3										
1:45 PM	Bus		2											4					3	5			1,169	
1:45 PM	Auto		40		6								39	97	1				76	41		320		
to	Truck		1										1	3				2		1				
2:00 PM	Bus		4											2					1	5			1,187	1,198
Peak Hour Volume (PHV)			143	2	16			2	3	3			135	376	2			8	357	135		1,182		
PHV (by approach)				161					8					513					500					
Peak Hour Factor (PHF)		#DIV/0!	0.73	0.50	0.67	#DIV/0!	#DIV/0!	0.50	0.75	0.38	#DIV/0!	#DIV/0!	0.91	0.93	0.50	#DIV/0!	#DIV/0!	0.40	0.87	0.80	#DIV/0!			
Total Autos			128	1	16			2	2	3			130	350	2			1	347	116				
Total Trucks			1	1					1				5	15				7						
Total Buses			14											11					10	19				
% Auto		#DIV/0!	89.5%	50.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	66.7%	100.0%	#DIV/0!	#DIV/0!	96.3%	93.1%	100.0%	#DIV/0!	#DIV/0!	12.5%	97.2%	85.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	10.5%	50.0%		#DIV/0!	#DIV/0!		33.3%		#DIV/0!	#DIV/0!	3.7%	6.9%		#DIV/0!	#DIV/0!	87.5%	2.8%	14.1%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.2 Bay Street @ Hannah Street
LOCATION: Bay Street @ Hannah Street (Saturday)
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:04 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Hannah Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto		6	4	10			6	8	26			6	58	2			29	120	25		310		
	Truck									1			1						3					
	Bus													2					3					
11:15 AM to 11:30 AM	Auto		2		3			5	4	25			13	78	2			26	104	17		286	310	
	Truck									2				1										
	Bus													3					1					
11:30 AM to 11:45 AM	Auto		3	5	8			7	15	18			11	81	5			37	96	17		319	596	
	Truck								1	1				3				1	4					
	Bus													2					4					
11:45 AM to 12:00 PM	Auto		4	4	1			5	17	22			4	95	2			24	93	21		303	915	
	Truck									5				1				1	2					
	Bus													2										
12:00 PM to 12:15 PM	Auto		2	3	3			5	9	34			6	81	6			30	128	26		348	1,218	
	Truck									1				4					3					
	Bus													4					3					
12:15 PM to 12:30 PM	Auto		2	7	6			4	14	44			4	86	4			28	101	21		332	1,256	
	Truck									1				2					4					
	Bus													3					1					
12:30 PM to 12:45 PM	Auto		1	1	5			8	11	23			3	91	6			24	125	19		329	1,302	
	Truck									1				3					3					
	Bus													2					3					
12:45 PM to 1:00 PM	Auto		1	4	5			6	5	21			10	97	4			27	95	25		314	1,312	
	Truck												1	2					3	1				
	Bus													5					2					
1:00 PM to 1:15 PM	Auto		2	1	5			5	20	33			6	96	3			25	107	21		334	1,323	
	Truck									1				1					2					
	Bus													3					3					
1:15 PM to 1:30 PM	Auto		2	3	7			7	11	36			4	93	7			27	96	19		319	1,309	
	Truck													1				1	2					
	Bus													2					1					
1:30 PM to 1:45 PM	Auto		2	1	5			4	8	26			4	94	4			18	82	22		281	1,296	
	Truck													2										
	Bus													6					3					
1:45 PM to 2:00 PM	Auto		2	3	3			8	13	29			4	97	6			24	85	19		302	1,248	
	Truck													4					4					
	Bus																		1					
Peak Hour Volume (PHV)			9	15	15			22	51	131			17	374	18			107	466	87		1,312	1,236	1,323
PHV (by approach)				39					204					409					660					
Peak Hour Factor (PHF)		#DIV/0!	0.56	0.54	0.63	#DIV/0!	#DIV/0!	0.69	0.75	0.73	#DIV/0!	#DIV/0!	0.71	0.95	0.75	#DIV/0!	#DIV/0!	0.89	0.87	0.84	#DIV/0!			
Total Autos			9	15	15			22	51	123			17	353	18			106	447	87				
Total Trucks										8				10				1	12					
Total Buses														11					7					
% Auto		#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	100.0%	93.9%	#DIV/0!	#DIV/0!	100.0%	94.4%	100.0%	#DIV/0!	#DIV/0!	99.1%	95.9%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!				#DIV/0!	#DIV/0!			6.1%	#DIV/0!	#DIV/0!		5.6%		#DIV/0!	#DIV/0!	0.9%	4.1%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.3 - Front Street @ Hannah Street
LOCATION: Front Street @ Hannah Street (Saturday)
TIME PERIOD: Midday Peak Period
COUNT DATE : Tuesday, March 22, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Hannah Street (EB)					Hannah Street (WB)					Front Street (NB)					Front Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
10:00 AM to 10:15 AM	Auto																							
	Truck																							
	Bus																							
10:15 AM to 10:30 AM	Auto																							
	Truck																							
	Bus																							
10:30 AM to 10:45 AM	Auto																							
	Truck																							
	Bus																							
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto							4		33			34	2					6	13		94		
	Truck												2											
	Bus																						94	
11:15 AM to 11:30 AM	Auto							4		23			31	3					1	3		67		
	Truck									1			1											
	Bus																						161	
11:30 AM to 11:45 AM	Auto							12		36			26	3					6	14		100		
	Truck									1			2											
	Bus																						261	
11:45 AM to 12:00 PM	Auto							5		25			27	1					7	13		85		
	Truck									2			5											
	Bus																						346	
12:00 PM to 12:15 PM	Auto							12		24			39	2					8	7		93		
	Truck												1											
	Bus																						345	
12:15 PM to 12:30 PM	Auto							13		29			47	9					4	19		123		
	Truck									1			1											
	Bus																						401	
12:30 PM to 12:45 PM	Auto							17		12			29	4					1	12		78		
	Truck									1			1	1										
	Bus																						379	
12:45 PM to 1:00 PM	Auto							17		23			26	3					7	13		89		
	Truck																							
	Bus																						383	
1:00 PM to 1:15 PM	Auto							13		25			38	6					5	16		104		
	Truck												1											
	Bus																						394	
1:15 PM to 1:30 PM	Auto							15		28			44	1					7	8		105		
	Truck									1				1										
	Bus																						376	
1:30 PM to 1:45 PM	Auto							10		23			35	5					4	9		86		
	Truck																							
	Bus																						384	
1:45 PM to 2:00 PM	Auto							11		25			32	4					3	6		81		
	Truck																							
	Bus																						376	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						272	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						167	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						81	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							401
Peak Hour Volume (PHV)								47		94			150	17					20	51		379		
PHV (by approach)									141					167					71					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.69	#DIV/0!	0.78	#DIV/0!	#DIV/0!	0.78	0.47	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.63	0.67	#DIV/0!			
Total Autos								47		90			142	16					20	51				
Total Trucks										4			8	1										
Total Buses																								
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	95.7%	#DIV/0!	#DIV/0!	94.7%	94.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	4.3%	#DIV/0!	#DIV/0!	5.3%	5.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project
FILE NAME: Loc.4 - Bay Street @ Swan Street
LOCATION: Bay Street @ Swan Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Van Duzer Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
10:00 AM to 10:15 AM	Auto																							
	Truck																							
	Bus																							
10:15 AM to 10:30 AM	Auto																							
	Truck																							
	Bus																							
10:30 AM to 10:45 AM	Auto																							
	Truck																							
	Bus																							
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto			15	1								2	70					133	6		237		
	Truck													1					5					
	Bus			1										1					2				237	
11:15 AM to 11:30 AM	Auto			19	1								5	69					122	6		228		
	Truck													1					1					
	Bus			2										1					1				465	
11:30 AM to 11:45 AM	Auto			14									8	77					96	5		206		
	Truck																		3					
	Bus																		3				671	
11:45 AM to 12:00 PM	Auto			15									5	88					90	3		210		
	Truck													1					5					
	Bus			2										1									881	
12:00 PM to 12:15 PM	Auto			11									6	86					147	4		273		
	Truck			2										3					3					
	Bus			3										1					3	4			917	
12:15 PM to 12:30 PM	Auto			12									3	81					107	2		215		
	Truck												1	2					3					
	Bus			1										2					1				904	
12:30 PM to 12:45 PM	Auto			11									7	83					141	6		259		
	Truck													3					4					
	Bus			2															2				957	
12:45 PM to 1:00 PM	Auto			15									1	95					89	7		220		
	Truck													3					3					
	Bus			3										2					2				967	
1:00 PM to 1:15 PM	Auto			11									8	94					116	5		246		
	Truck													1					3					
	Bus			4															3	1			940	
1:15 PM to 1:30 PM	Auto			25	1								3	88					110	5		239		
	Truck													1					3					
	Bus													2					1				964	
1:30 PM to 1:45 PM	Auto			23	2								3	70					95	9		213		
	Truck													2										
	Bus			4										2					3				918	
1:45 PM to 2:00 PM	Auto			29	1								8	82					99	5		232		
	Truck													4					4					
	Bus																						930	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						684	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						445	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						232	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							967
Peak Hour Volume (PHV)				59									22	351					506	19		957		
PHV (by approach)				59										373					525					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	0.87	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.98	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.83	0.59	#DIV/0!			
Total Autos				49									21	338					485	15				
Total Trucks				2									1	9					15					
Total Buses				8										4					6	4				
% Auto		#DIV/0!	#DIV/0!	83.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.5%	96.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.8%	78.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	16.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.5%	3.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.2%	21.1%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.5 - Bay Street @ Wave Street
LOCATION: Bay Street @ Wave Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Wave Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Wave Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto							7	1	7			1	75					149	2		252		
	Truck													4					4				252	
	Bus													1					1					
11:15 AM to 11:30 AM	Auto							7	1	11				64					114	2		205		
	Truck													3									457	
	Bus													1					2					
11:30 AM to 11:45 AM	Auto							3	1	6				91					104	1		218		
	Truck													4					4				675	
	Bus													1					3					
11:45 AM to 12:00 PM	Auto							5	2	3				99					107			225		
	Truck							1						3					3				900	
	Bus													1					1					
12:00 PM to 12:15 PM	Auto							4		3			1	74					126	2		220		
	Truck													2					3				868	
	Bus													1					4					
12:15 PM to 12:30 PM	Auto							4	2	4			1	93					127	1		242		
	Truck							1						2					3				905	
	Bus													3					1					
12:30 PM to 12:45 PM	Auto							2	1	6			1	89					135	2		247		
	Truck													4					2				934	
	Bus													1					4					
12:45 PM to 1:00 PM	Auto							4	2	6			1	99					119	2		245		
	Truck													2					6				954	
	Bus													2					2					
1:00 PM to 1:15 PM	Auto							1		6			1	98					127	1		242		
	Truck													2					3				976	
	Bus																		3					
1:15 PM to 1:30 PM	Auto							3	2	4			2	95					128	2		244		
	Truck													2					2				978	
	Bus													2					2					
1:30 PM to 1:45 PM	Auto							1		3				99					113			225		
	Truck													2					1				956	
	Bus													2					4					
1:45 PM to 2:00 PM	Auto							4	1	5				96					105	2		221		
	Truck													4					3				932	
	Bus																		1					
2:00 PM to 2:15 PM	Auto																							
	Truck																						690	
	Bus																							
2:15 PM to 2:30 PM	Auto																							
	Truck																						446	
	Bus																							
2:30 PM to 2:45 PM	Auto																							
	Truck																						221	
	Bus																							
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							978
Peak Hour Volume (PHV)								17	5	16			3	372					516	5		934		
PHV (by approach)									38					375					521					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.71	0.63	0.67	#DIV/0!	#DIV/0!	0.75	0.90	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.63	#DIV/0!			
Total Autos								15	5	16			3	355					495	5				
Total Trucks								2						11					11					
Total Buses														6					10					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	88.2%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	95.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.9%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	11.8%			#DIV/0!	#DIV/0!		4.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.1%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.6 - Bay Street @ Prospect Street
LOCATION: Bay Street @ Prospect Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Prospect Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto		1	1	1									71	2				143			229		
	Truck													1	1				5					
	Bus													2					1				229	
11:15 AM to 11:30 AM	Auto		2		3									58				5	96			171		
	Truck													4					1					
	Bus																		2				400	
11:30 AM to 11:45 AM	Auto		3		1									66	1			3	86			170		
	Truck				1									2					3					
	Bus													1					3				570	
11:45 AM to 12:00 PM	Auto		1	4	3									84	7			4	105			219		
	Truck				1									4					4					
	Bus													1					1				789	
12:00 PM to 12:15 PM	Auto		2	5	4									97	4			3	153			278		
	Truck													2					4					
	Bus													1					3				838	
12:15 PM to 12:30 PM	Auto		2	2	4									64	5			1	100			186		
	Truck				1									3					2					
	Bus													1					1				853	
12:30 PM to 12:45 PM	Auto		2		2									92	8			4	142			260		
	Truck													4					2					
	Bus													1					3				943	
12:45 PM to 1:00 PM	Auto			1	2									94	4			2	109			221		
	Truck													2					4					
	Bus													2					1				945	
1:00 PM to 1:15 PM	Auto		2	3	4									96	6			4	120			245		
	Truck													1					5					
	Bus																		4				912	
1:15 PM to 1:30 PM	Auto		2	2										87	7			5	111			222		
	Truck													3					3					
	Bus													1					1				948	
1:30 PM to 1:45 PM	Auto		3		4									85	5			4	85			193		
	Truck													2										
	Bus													2					3				881	
1:45 PM to 2:00 PM	Auto		2	1	5									88	5			2	120			230		
	Truck													5					1					
	Bus																		1				890	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						645	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						423	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						230	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							948
Peak Hour Volume (PHV)			7	11	15									354	24			12	520			943		
PHV (by approach)				33										378					532					
Peak Hour Factor (PHF)		#DIV/0!	0.88	0.55	0.75	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.89	0.75	#DIV/0!	#DIV/0!	0.75	0.81	#DIV/0!	#DIV/0!			
Total Autos			7	11	13									337	24			12	500					
Total Trucks					2									13					12					
Total Buses														4					8					
% Auto		#DIV/0!	100.0%	100.0%	86.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.2%	100.0%	#DIV/0!	#DIV/0!	100.0%	96.2%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!			13.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.8%		#DIV/0!	#DIV/0!		3.8%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc07- Bay Street & Water Street (6 Class)
LOCATION: Bay Street & Water Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 12/19/05 3:05 PM

EarthWorks Traffic & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Water Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto							1	5	3			18	55					87	33		269		
	SUV												3	10					4	2				
	Light Truck												2	12					14	3				
	Medium Truck									1				5					6					
	Heavy Truck																							
	Bus													3					2				269	
11:15 AM to 11:30 AM	Auto								5				9	55					86	28		267		
	SUV							2					6	22					23	5				
	Light Truck								1				1	7					9	3				
	Medium Truck													3										
	Heavy Truck																							
	Bus																			2			536	
11:30 AM to 11:45 AM	Auto							1	4	1			12	68					76	19		267		
	SUV							1	1	1			3	21					16	3				
	Light Truck												5	10					6					
	Medium Truck													4					2					
	Heavy Truck								1					2					2	1				
	Bus												1	2					3	1			803	
11:45 AM to 12:00 PM	Auto							1		1			9	76					66	18		253		
	SUV							1		1			3	25					14	7				
	Light Truck												1	6					8	6				
	Medium Truck													3					2	1				
	Heavy Truck													1					2					
	Bus													1									1,056	
12:00 PM to 12:15 PM	Auto								4	1			7	78					73	20		260		
	SUV								1				10	13					15	6				
	Light Truck												1	7					12	3				
	Medium Truck													1					4					
	Heavy Truck													1					1					
	Bus													1					1				1,047	
12:15 PM to 12:30 PM	Auto								7	1			13	76					79	20		288		
	SUV								1	1			3	20					22	11				
	Light Truck								1	1				9					9	4				
	Medium Truck													1					1					
	Heavy Truck													1										
	Bus													2					1	2			1,068	
12:30 PM to 12:45 PM	Auto								4				14	61					81	21		286		
	SUV								3				3	24					36	3				
	Light Truck													13					8	4				
	Medium Truck												1	4					1					
	Heavy Truck																		1					
	Bus																		3	1			1,087	
12:45 PM to 1:00 PM	Auto								3	1			12	74					65	35		269		
	SUV								1				3	18					17	5				
	Light Truck								1				2	12					6	4				
	Medium Truck												1						3					
	Heavy Truck													1					1					
	Bus												1	2						1			1,103	
1:00 PM to 1:15 PM	Auto							1	2	1			9	76					78	24		287		
	SUV								1				4	21					16	8				
	Light Truck								2	1			2	21					7	2				
	Medium Truck													1					1	2				
	Heavy Truck													1										
	Bus													1					3	1			1,130	
1:15 PM to 1:30 PM	Auto								2	1			12	64					83	23		253		
	SUV												1	22					8	6				
	Light Truck									1			2	11					6	1				
	Medium Truck									1				1					3					
	Heavy Truck																		1					
	Bus													2					1	1			1,095	
1:30 PM to 1:45 PM	Auto							1	3	2			13	70					58	30		246		
	SUV												3	27					8	4				
	Light Truck												1	11					6	3				
	Medium Truck																							
	Heavy Truck													1										
	Bus												1	2					2				1,055	
1:45 PM to 2:00 PM	Auto								1	1			4	73					73	19		257		
	SUV								2				1	20					21	8				
	Light Truck												3	11					9	2				
	Medium Truck									1				1					1					
	Heavy Truck													3										
	Bus																		2	1			1,043	
2:00 PM to 2:15 PM	Auto																							
	SUV																							
	Light Truck																							
	Medium Truck																							
	Heavy Truck																							
	Bus																						756	
2:15 PM to 2:30 PM	Auto																							
	SUV																							
	Light Truck																							
	Medium Truck																							
	Heavy Truck																							
	Bus																						503	1,130
Peak Hour Volume (PHV)								2	21	6			65	426					440	127		1,087		
PHV (by approach)									29					491					567					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.58	0.50	#DIV/0!	#DIV/0!	0.90	0.95	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.86	#DIV/0!			
Total Auto								1	15	3			43	293					299	79				
Total SUV								1	5	2			19	82					87	27				
Total Light Truck									1	1			2	35					37	17				
Total Medium Truck													1	9					8	1				
Total Heavy Truck														3					4					
Total Bus														4					5	3				
% Auto's & Taxi's		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	98.5%	96.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.1%	96.9%	#DIV/0!			
% Heavy Vehicles		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!	1.5%	3.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.9%	3.1%	#DIV/0!			

1. Total Heavy Diesel Accounts For Heavy Trucks and Buses
2. % Autos Accounts for Auto, Taxi, SUV and Light Truck.
3. % Heavy Vehicles Accounts for Heavy Gas and Heavy Deisel

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc08 - Bay Street @ Canal Street
LOCATION: Bay Street @ Canal Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Canal Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Canal Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM	Auto		25	8	13			3		5				71	6			5	118			270		
to	Truck													4					7					
11:15 AM	Bus		1											2					2				270	
11:15 AM	Auto		31	10	4			7		4				69	7			6	92			234		
to	Truck		1		1									2										
11:30 AM	Bus																						504	
11:30 AM	Auto		30	9	11			1		6				75	8			4	114			276		
to	Truck		1	3										6				1	3					
11:45 AM	Bus		1											1					2				780	
11:45 AM	Auto		27	3	10			4		3				91	8			5	89			248		
to	Truck													4					3					
12:00 PM	Bus													1									1,028	
12:00 PM	Auto		32	7	10			5		3				71	10			5	101			254		
to	Truck		1											1					5					
12:15 PM	Bus		1											1					1				1,012	
12:15 PM	Auto		30	5	6			3		2				79	4			6	118			258		
to	Truck													2										
12:30 PM	Bus													2					1				1,036	
12:30 PM	Auto		33	2	10			5		1				90	5			2	132			293		
to	Truck		2	1										4	1				1					
12:45 PM	Bus													2					2				1,053	
12:45 PM	Auto		44	4	5			4		2				85	5			3	84			244		
to	Truck													2					4					
1:00 PM	Bus		1																1				1,049	
1:00 PM	Auto		42	8	11			2		3				88	3			3	111			281		
to	Truck		1	1										1	1			1	1					
1:15 PM	Bus		1											1					2				1,076	
1:15 PM	Auto		24	4	5			1		2				81	4			2	86			216		
to	Truck													1					5					
1:30 PM	Bus													1									1,034	
1:30 PM	Auto		25	5	8			2		4				90	6			3	80			229		
to	Truck													1										
1:45 PM	Bus		1											2					2				970	
1:45 PM	Auto		39	11	13			1		2				86	2			2	131			291		
to	Truck													3				1						
2:00 PM	Bus																						1,017	
2:00 PM	Auto																							
to	Truck																							
2:15 PM	Bus																						736	
2:15 PM	Auto																							
to	Truck																							
2:30 PM	Bus																						520	
2:30 PM	Auto																							
to	Truck																							
2:45 PM	Bus																						291	
2:45 PM	Auto																							
to	Truck																							
3:00 PM	Bus																							1,076
Peak Hour Volume (PHV)			126	18	36			17		9				348	28			18	453			1,053		
PHV (by approach)				180					26					376					471					
Peak Hour Factor (PHF)		#DIV/0!	0.90	0.64	0.90	#DIV/0!	#DIV/0!	0.85	#DIV/0!	0.75	#DIV/0!	#DIV/0!	#DIV/0!	0.91	0.70	#DIV/0!	#DIV/0!	0.75	0.84	#DIV/0!	#DIV/0!			
Total Autos			122	17	36			17		9				331	27			18	440					
Total Trucks			3	1										11	1				9					
Total Buses			1											6					4					
% Auto		#DIV/0!	96.8%	94.4%	100.0%	#DIV/0!	#DIV/0!	100.0%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	95.1%	96.4%	#DIV/0!	#DIV/0!	100.0%	97.1%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	3.2%	5.6%		#DIV/0!	#DIV/0!		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	4.9%	3.6%	#DIV/0!	#DIV/0!		2.9%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.9 - Bay Street @ Thompson Street
LOCATION: Bay Street @ Thompson Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:05 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	(EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	Thompson Street (WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto							2		2				66					125	1		209		
	Truck													3					5	1				
	Bus													2					2				209	
11:15 AM to 11:30 AM	Auto							1		1			2	67					102	3		178		
	Truck													2										
	Bus																						387	
11:30 AM to 11:45 AM	Auto							2	1	1				82					116			212		
	Truck							1						4					2					
	Bus																		3				599	
11:45 AM to 12:00 PM	Auto							3		2				91					96	1		198		
	Truck													4										
	Bus													1									797	
12:00 PM to 12:15 PM	Auto							4	3	3			1	73					97	1		190		
	Truck													2					6					
	Bus																						778	
12:15 PM to 12:30 PM	Auto							6	2	1				80					111	3		212		
	Truck													3					2					
	Bus													2					2				812	
12:30 PM to 12:45 PM	Auto							4		2			2	84					143	5		248		
	Truck													2					3					
	Bus													1					2				848	
12:45 PM to 1:00 PM	Auto							4	1	1			2	82					92	1		190		
	Truck													2					4					
	Bus													1									840	
1:00 PM to 1:15 PM	Auto							1	1	4			1	73					118	2		205		
	Truck													1					3					
	Bus																		1				855	
1:15 PM to 1:30 PM	Auto							3		1			1	83					99	1		198		
	Truck													2					4					
	Bus													2					2				841	
1:30 PM to 1:45 PM	Auto							3	2					99					77	1		187		
	Truck													2										
	Bus																		3				780	
1:45 PM to 2:00 PM	Auto							5	1					79					117	5		213		
	Truck													3					2					
	Bus																		1				803	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						598	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						400	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						213	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							855
Peak Hour Volume (PHV)								17	5	8			3	343					462	10		848		
PHV (by approach)									30					346					472					
Peak Hour Factor (PHF)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.71	0.42	0.67	#DIV/0!	#DIV/0!	0.38	0.89	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.78	0.50	#DIV/0!			
Total Autos								17	5	8			3	328					447	10				
Total Trucks														11					11					
Total Buses														4					4					
% Auto		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!	100.0%	95.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.8%	100.0%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				#DIV/0!	#DIV/0!		4.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.2%		#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc10 - Bay Street & Broad Street
LOCATION: Bay Street & Broad Street
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMENT: Clear
PRINT TIME : 12/19/05 3:06 PM

Epp-Ward-Tolin & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Broad Street (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
11:00 AM to 11:15 AM	Auto		3		2								9	60					74	19		221		
	SUV		1		3									1					18	6				
	Light Truck												3	4					6	1				
	Medium Truck																		6					
	Heavy Truck				1																			
	Bus													2					2				221	
11:15 AM to 11:30 AM	Auto		8		5								4	54					51	14		180		
	SUV		1		1								2	2					18	11				
	Light Truck													2					4					
	Medium Truck																		2					
	Heavy Truck																							
	Bus													1									401	
11:30 AM to 11:45 AM	Auto		12		3								6	80					79	14		241		
	SUV		2																22	6				
	Light Truck													3					6					
	Medium Truck																		1					
	Heavy Truck												1						3					
	Bus																		3				642	
11:45 AM to 12:00 PM	Auto		15										2	50					56	16		167		
	SUV													2					9	3				
	Light Truck		1											2					4	1				
	Medium Truck																		2					
	Heavy Truck													1					2					
	Bus													1									809	
12:00 PM to 12:15 PM	Auto		11		2								5	69					81	15		256		
	SUV				3									2					19	6				
	Light Truck		3											1					4	1				
	Medium Truck																		1	1				
	Heavy Truck																			1				
	Bus																		1				844	
12:15 PM to 12:30 PM	Auto		3		8								7	65					76	15		215		
	SUV		1											3					22	4				
	Light Truck		1											1					4					
	Medium Truck		1																2					
	Heavy Truck													1										
	Bus																		1				879	
12:30 PM to 12:45 PM	Auto		13		6								2	64					63	16		261		
	SUV		3											4					37	7				
	Light Truck		2											6					6	1				
	Medium Truck																		3					
	Heavy Truck												1	2						1				
	Bus													2					2				899	
12:45 PM to 1:00 PM	Auto		4		1								3	80					54	12		199		
	SUV		2		1								1	7					17	3				
	Light Truck		1											1					6					
	Medium Truck																		2	1				
	Heavy Truck				1														1	1				
	Bus																						931	
1:00 PM to 1:15 PM	Auto		11		5								5	130					76	8		282		
	SUV													4					25	5				
	Light Truck		2											1					6					
	Medium Truck																		1					
	Heavy Truck													1										
	Bus													1					1				957	
1:15 PM to 1:30 PM	Auto		11		3								2	50					76	15		199		
	SUV		6		1									7					12	3				
	Light Truck		1																3					
	Medium Truck		1																3	1				
	Heavy Truck																		1					
	Bus													1					2				941	
1:30 PM to 1:45 PM	Auto		12		1								2	54					41	6		142		
	SUV													6					11					
	Light Truck													1					3					
	Medium Truck		1																					
	Heavy Truck													1										
	Bus													1					2				822	
1:45 PM to 2:00 PM	Auto		6										8	72					31	12		173		
	SUV				2									6					17	7				
	Light Truck		2																2	2				
	Medium Truck																		1					
	Heavy Truck													2										
	Bus													1					2				796	
2:00 PM to 2:15 PM	Auto																							
	SUV																							
	Light Truck																							
	Medium Truck																							
	Heavy Truck																							
	Bus																						514	
2:15 PM to 2:30 PM	Auto																							
	SUV																							
	Light Truck																							
	Medium Truck																							
	Heavy Truck																							
	Bus																						315	957
Peak Hour Volume (PHV)			54		19								17	306					415	88		899		
PHV (by approach)				73										323					503					
Peak Hour Factor (PHF)		#DIV/0!	0.75	#DIV/0!	0.59	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.61	0.75	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	0.88	#DIV/0!			
Total Auto			42		16								16	278					296	62				
Total SUV			4		3									11					87	20				
Total Light Truck			7											10					18	3				
Total Medium Truck			1																8	1				
Total Heavy Truck													1	4					2	2				
Total Bus														3					4					
% Auto's & Taxi's		#DIV/0!	98.1%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	94.1%	97.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.6%	96.6%	#DIV/0!			
% Heavy Vehicles		#DIV/0!	1.9%	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	5.9%	2.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.4%	3.4%	#DIV/0!			

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc11- Bay Street @ Vanderbilt Avenue
LOCATION: Bay Street @ Vanderbilt Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:06 PM

Eng-Wong-Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Vanderbilt Avenue (EB) 1 L-2	2 L-1	3 T	4 R-1	5 R-2	(WB) 6 L-2	7 L-1	8 T	9 R-1	10 R-2	Bay Street (NB) 11 L-2	12 L-1	13 T	14 R-1	15 R-2	Bay Street (SB) 16 L-2	17 L-1	18 T	19 R-1	20 R-2	15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto		18		17								14	53					26	86		229		
	Truck												1	3						7				
	Bus		1											2						1			229	
11:15 AM to 11:30 AM	Auto		21		16								15	56					21	79		213		
	Truck		1		1									1						1				
	Bus																		1				442	
11:30 AM to 11:45 AM	Auto		11		11								13	59					27	84		216		
	Truck		1		1									2					1	3				
	Bus													1					1	1			658	
11:45 AM to 12:00 PM	Auto		18		13								24	69					23	63		221		
	Truck		1										1	3					1	4				
	Bus		1																				879	
12:00 PM to 12:15 PM	Auto		18		11								15	56					26	81		212		
	Truck													1						2				
	Bus		1											1									862	
12:15 PM to 12:30 PM	Auto		18		12								15	64					34	75		225		
	Truck													2						2				
	Bus													1					1	1			874	
12:30 PM to 12:45 PM	Auto		12		10								14	69					31	90		236		
	Truck												1	3					1	1				
	Bus		1											1					1	1			894	
12:45 PM to 1:00 PM	Auto		14		6								20	70					29	60		206		
	Truck				1									1						5				
	Bus																						879	
1:00 PM to 1:15 PM	Auto		18		10								16	70					22	90		232		
	Truck													2						2				
	Bus		1																	1			899	
1:15 PM to 1:30 PM	Auto		16		14								19	55					29	74		216		
	Truck				1								1							4				
	Bus													1					1	1			890	
1:30 PM to 1:45 PM	Auto		18		6								13	70					10	61		184		
	Truck				1									1						1				
	Bus		1											1					1	1			838	
1:45 PM to 2:00 PM	Auto		19		5								11	74					43	57		214		
	Truck		2											1					1	1				
	Bus																						846	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						614	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						398	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						214	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							899
Peak Hour Volume (PHV)			70		46								70	270					118	320		894		
PHV (by approach)				116										340					438					
Peak Hour Factor (PHF)		#DIV/0!	0.88	#DIV/0!	0.88	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.70	0.92	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.84	0.87	#DIV/0!			
Total Autos			66		46								68	258					114	309				
Total Trucks			1										2	9					2	9				
Total Buses			3											3					2	2				
% Auto		#DIV/0!	94.3%	#DIV/0!	100.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.1%	95.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	96.6%	96.6%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	5.7%	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.9%	4.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.4%	3.4%	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.12- Bay Street @ Edgewater Street & Hubert Avenue
LOCATION: Bay Street @ Edgewater & Hubert Avenue
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:06 PM

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	Edgewater Avenue (EB)					Hubert Avenue (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
10:00 AM to 10:15 AM	Auto																							
	Truck																							
	Bus																							
10:15 AM to 10:30 AM	Auto																							
	Truck																							
	Bus																							
10:30 AM to 10:45 AM	Auto																							
	Truck																							
	Bus																							
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto		1	6	26		25	17						67	17	1	2	8	83			267		
	Truck			2				1						1				2	6					
	Bus													1					1				267	
11:15 AM to 11:30 AM	Auto		1	8	32		15	14		1				58	15		1	2	89			243		
	Truck			1	1			1						1					2					
	Bus							1															510	
11:30 AM to 11:45 AM	Auto			7	24		21	15		2				67	7		1	3	80			234		
	Truck			1				2						1				2	1					
	Bus																						744	
11:45 AM to 12:00 PM	Auto			13	26		12	28						73	14			4	92			275		
	Truck							1						4	2				4					
	Bus																		2				1,019	
12:00 PM to 12:15 PM	Auto		1	12	32		19	19						69	22				101			279		
	Truck													1	1				2					
	Bus																						1,031	
12:15 PM to 12:30 PM	Auto		1	7	38		16	11						74	22			3	78			259		
	Truck													4					2					
	Bus													1					2				1,047	
12:30 PM to 12:45 PM	Auto			7	20		5	4						69	12			2	86			211		
	Truck			1										2					1					
	Bus													1					1				1,024	
12:45 PM to 1:00 PM	Auto			5	25		15	11						81	13	1	1	3	61			223		
	Truck													1					4					
	Bus																		2				972	
1:00 PM to 1:15 PM	Auto			4	24		15	18		1				72	10				90			244		
	Truck			1										5	1				1					
	Bus													1					1				937	
1:15 PM to 1:30 PM	Auto		1	3	27		18	21						72	12	2	1		83			248		
	Truck							1						2					4					
	Bus																		1				926	
1:30 PM to 1:45 PM	Auto		1	5	21		9	18						71	21	1			62			219		
	Truck				5									2					1					
	Bus													1					1				934	
1:45 PM to 2:00 PM	Auto		1	3	17		18	10		3				71	10			1	66			204		
	Truck			2	1																			
	Bus																		1				915	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						671	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						423	1,047
Peak Hour Volume (PHV)			2	40	116		52	63						298	73			9	371			1,024		
PHV (by approach)				158					115					371					380					
Peak Hour Factor (PHF)		#DIV/0!	0.50	0.77	0.76	#DIV/0!	0.68	0.54	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.94	0.79	#DIV/0!	#DIV/0!	0.56	0.90	#DIV/0!	#DIV/0!			
Total Autos			2	39	116		52	62						285	70			9	357					
Total Trucks				1				1						11	3				9					
Total Buses														2					5					
% Auto		#DIV/0!	100.0%	97.5%	100.0%	#DIV/0!	100.0%	98.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.6%	95.9%	#DIV/0!	#DIV/0!	100.0%	96.2%	#DIV/0!	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!		2.5%		#DIV/0!		1.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	4.4%	4.1%	#DIV/0!	#DIV/0!		3.8%	#DIV/0!	#DIV/0!			

FORMATTED FOR HCS 2000 March 2004

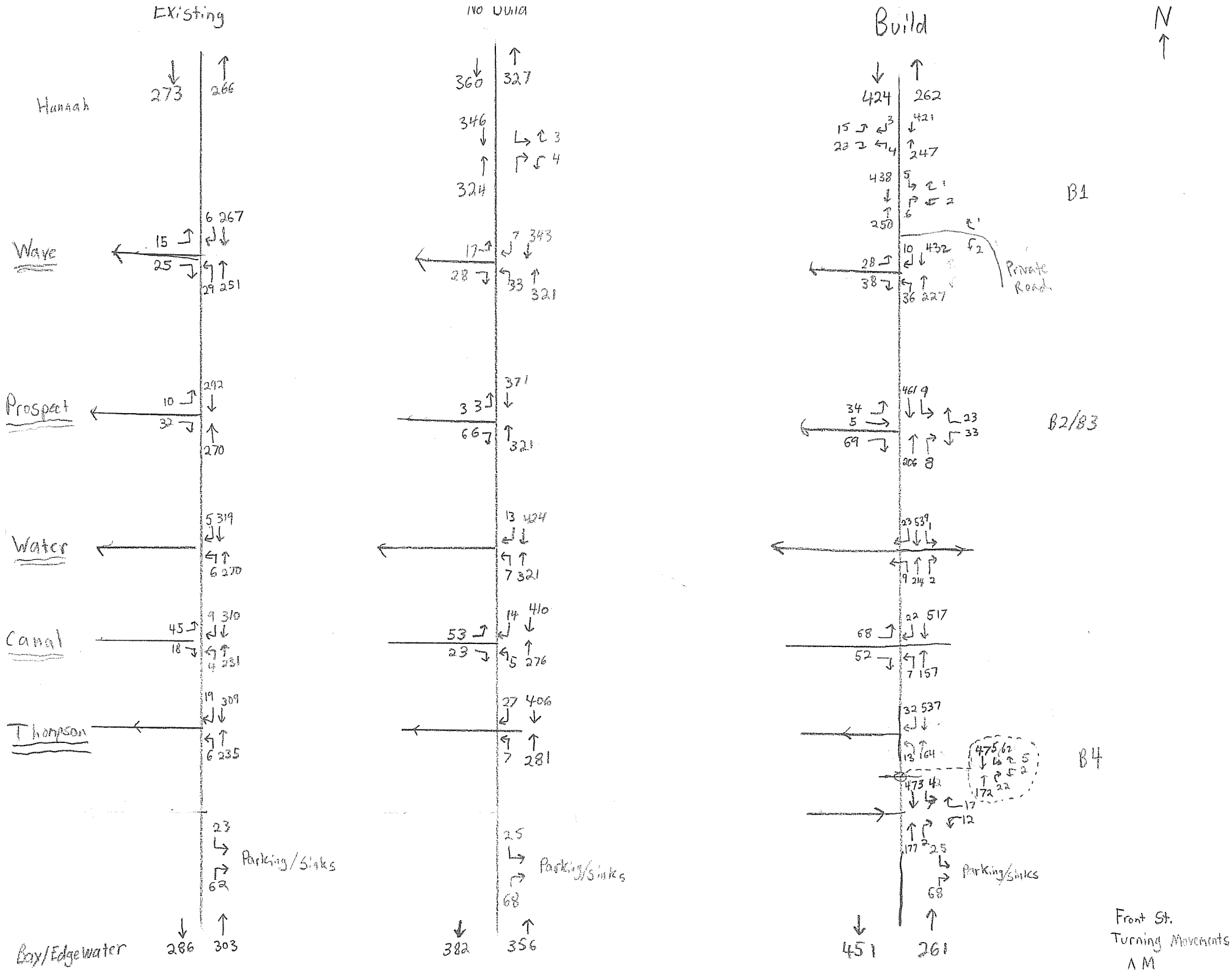
PROJECT: Stapleton / Homeport Redevelopment Project 2005002
FILE NAME: Loc.13 Bay Street @ Hylan Boulevard
LOCATION: Bay Street @ Hylan Boulevard
TIME PERIOD: Midday Peak Period
COUNT DATE : Saturday, March 19, 2005
WEATHER/PAVEMEN Clear
PRINT DATE & TIME : 12/19/05 3:06 PM

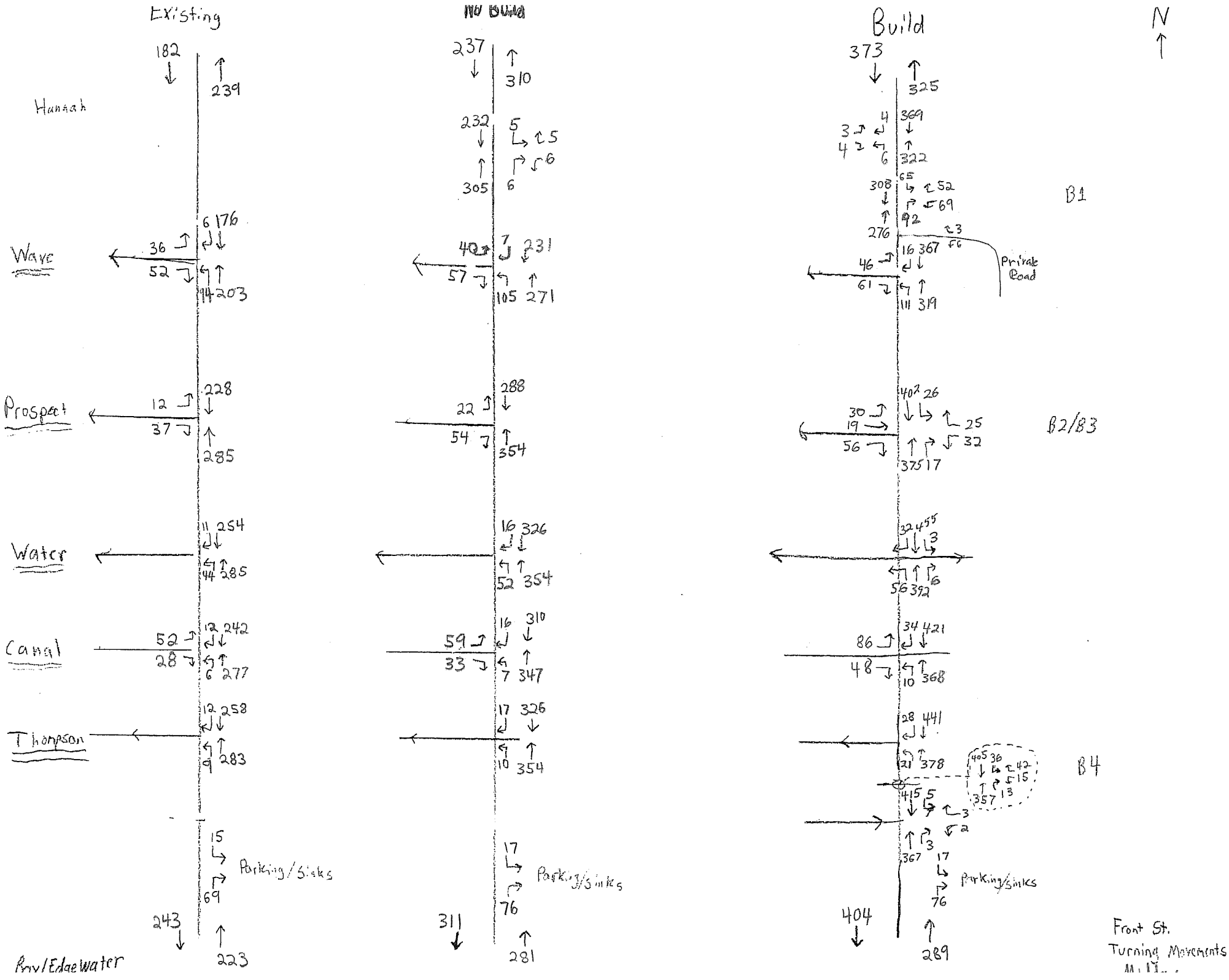
Eng-Wong, Taub & Associates
Traffic and Transportation Consultants
2 Penn Plaza, Suite 2630, New York, NY 10121

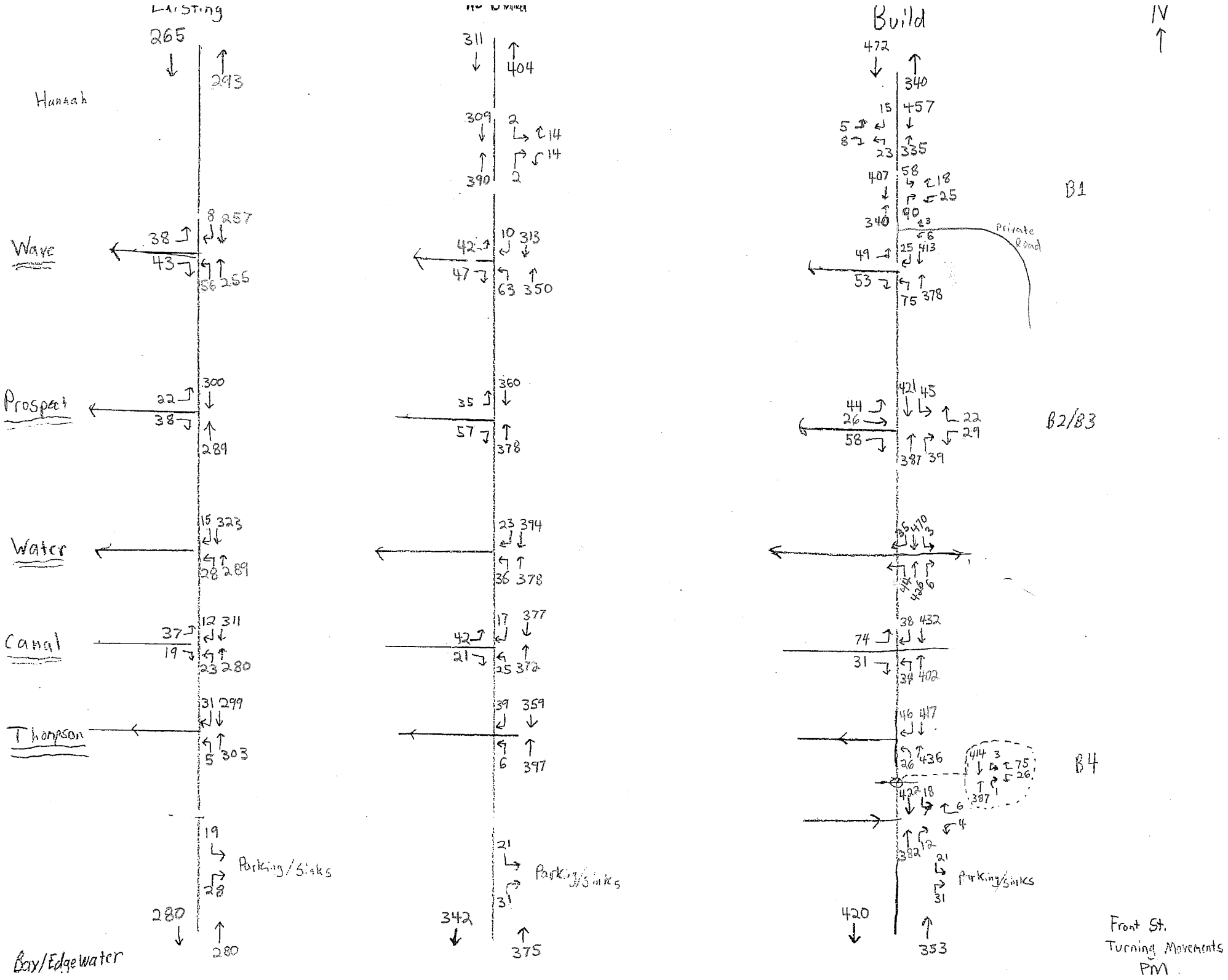
TURNING MOVEMENT COUNT SUMMARY

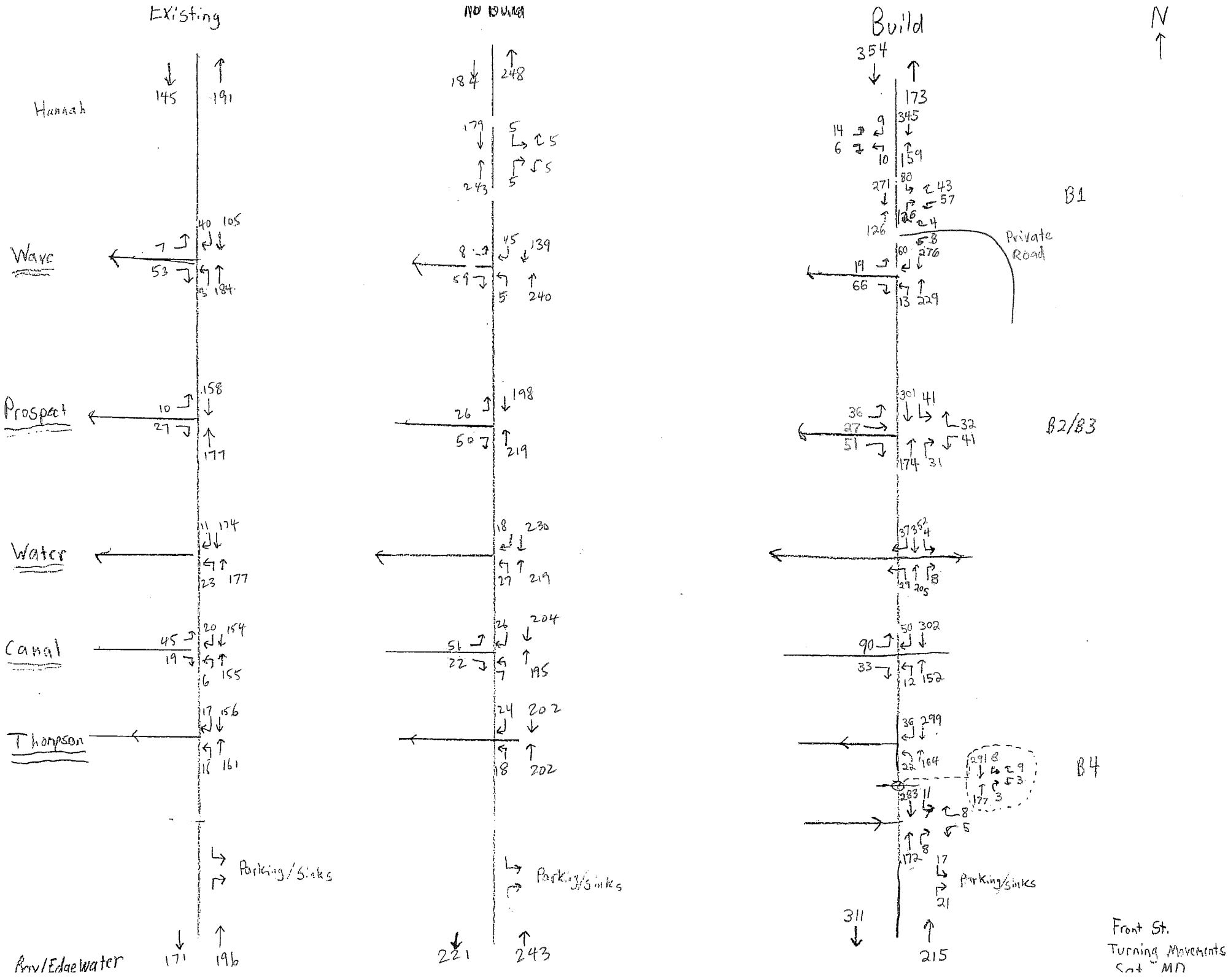
TIME PERIOD	VEHICLE CLASS.	Hylan Boulevard (EB)					Hylan Boulevard (WB)					Bay Street (NB)					Bay Street (SB)					15 - MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
		L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2	L-2	L-1	T	R-1	R-2			
10:00 AM to 10:15 AM	Auto																							
	Truck																							
	Bus																							
10:15 AM to 10:30 AM	Auto																							
	Truck																							
	Bus																							
10:30 AM to 10:45 AM	Auto																							
	Truck																							
	Bus																							
10:45 AM to 11:00 AM	Auto																							
	Truck																							
	Bus																							
11:00 AM to 11:15 AM	Auto		33	13	10			14	24	3			4	50	12			4	105	32		319		
	Truck				1									1				2	6	1				
	Bus									1				1					2				319	
11:15 AM to 11:30 AM	Auto		19	11	6			15	14	3			7	57	4			3	102	40		291		
	Truck																		4	2				
	Bus									2									1	1			610	
11:30 AM to 11:45 AM	Auto		17	12	12			9	11	1			13	82	8			3	93	37		306		
	Truck		1											2					2					
	Bus		1		1														1				916	
11:45 AM to 12:00 PM	Auto		24	12	15			14	5	3			6	88	17			4	102	36		336		
	Truck		1										1	3	1				2					
	Bus																		1	1			1,252	
12:00 PM to 12:15 PM	Auto		28	11	16			19	16	3			6	71	12			1	123	47		363		
	Truck				1			1						3					3	1				
	Bus													1									1,296	
12:15 PM to 12:30 PM	Auto		30	15	17			19	6	1			9	98	12			1	98	35		351		
	Truck												2	1					3	2				
	Bus													1					1				1,356	
12:30 PM to 12:45 PM	Auto		25	10	11			11	13	6			9	78	14			3	103	36		325		
	Truck		1	1	1														1	1				
	Bus													1									1,375	
12:45 PM to 1:00 PM	Auto		22	10	14			8	12	3			11	84	11			2	87	27		297		
	Truck		1										1	1					1	1				
	Bus																		1				1,336	
1:00 PM to 1:15 PM	Auto		42	14	20			16	15	2			10	98	17			1	90	43		378		
	Truck		1		1				1					1					3					
	Bus													1					2				1,351	
1:15 PM to 1:30 PM	Auto		22	13	20			18	16	4			10	87	19			2	82	25		327		
	Truck												1	2					3	1				
	Bus													1					1				1,327	
1:30 PM to 1:45 PM	Auto		25	14	17			7	11	2			11	70	10			2	89	37		296		
	Truck													1										
	Bus																						1,298	
1:45 PM to 2:00 PM	Auto		31	12	11			21	10	5			9	90	13			1	90	33		331		
	Truck												1	2										
	Bus																		2				1,332	
2:00 PM to 2:15 PM	Auto																							
	Truck																							
	Bus																						954	
2:15 PM to 2:30 PM	Auto																							
	Truck																							
	Bus																						627	
2:30 PM to 2:45 PM	Auto																							
	Truck																							
	Bus																						331	
2:45 PM to 3:00 PM	Auto																							
	Truck																							
	Bus																							1,375
Peak Hour Volume (PHV)			109	49	61			64	40	13			33	345	56			9	437	159		1,375		
PHV (by approach)				219					117					434					605					
Peak Hour Factor (PHF)		#DIV/0!	0.91	0.82	0.90	#DIV/0!	#DIV/0!	0.80	0.63	0.54	#DIV/0!	#DIV/0!	0.75	0.86	0.78	#DIV/0!	#DIV/0!	0.56	0.87	0.83	#DIV/0!			
Total Autos			107	48	59			63	40	13			30	335	55			9	426	154				
Total Trucks			2	1	2			1					3	7	1				9	4				
Total Buses														3					2	1				
% Auto		#DIV/0!	98.2%	98.0%	96.7%	#DIV/0!	#DIV/0!	98.4%	100.0%	100.0%	#DIV/0!	#DIV/0!	90.9%	97.1%	98.2%	#DIV/0!	#DIV/0!	100.0%	97.5%	96.9%	#DIV/0!			
% Heavy Vehicles (Trucks & Buses)		#DIV/0!	1.8%	2.0%	3.3%	#DIV/0!	#DIV/0!	1.6%			#DIV/0!	#DIV/0!	9.1%	2.9%	1.8%	#DIV/0!	#DIV/0!		2.5%	3.1%	#DIV/0!			

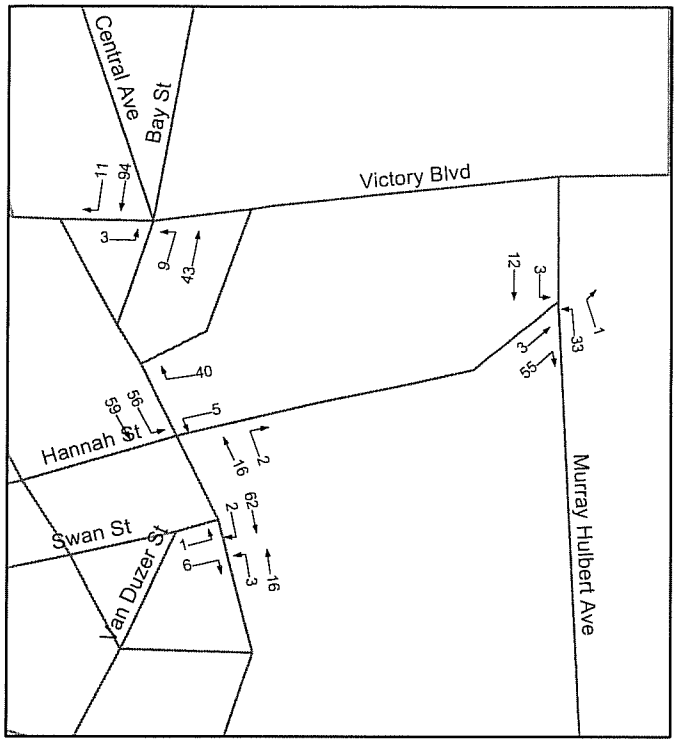
FORMATTED FOR HCS 2000 March 2004


Existing
No Build
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Parking/Sinks
Box/Edgewater
B1
B2/B3
B4
Private Road
Front St.
Turning Movements
AM

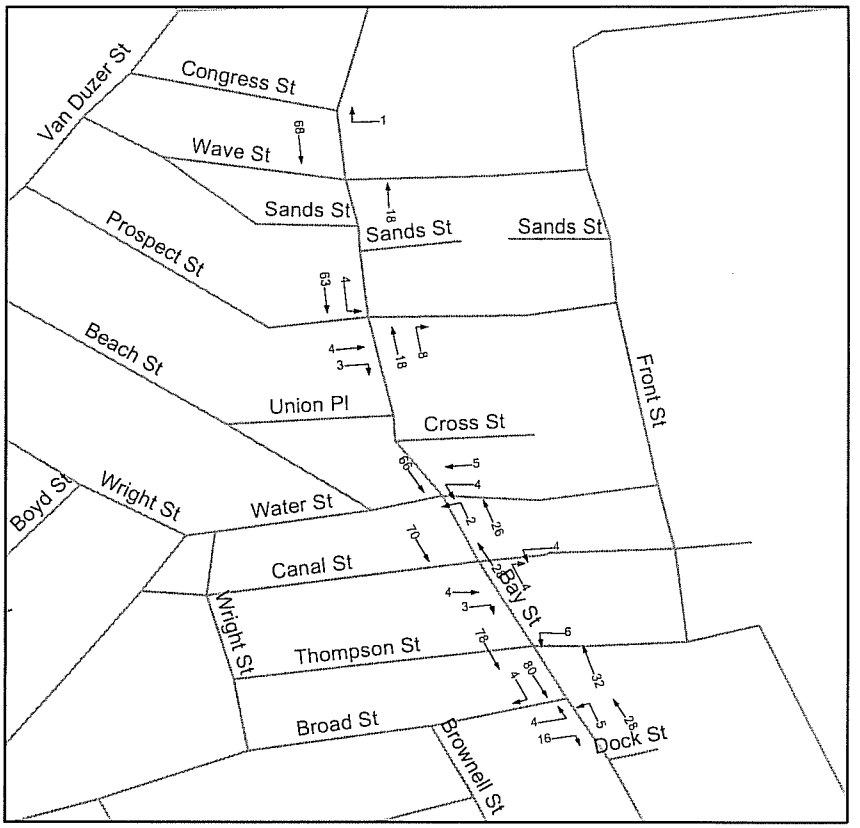

Existing
No Build
Build
N
Hanaah
Wave
Prospect
Water
Canal
Thompson
Parking/Sinks
Prov/Edgewater
Private Road
B1
B2/B3
B4
Front St.
Turning Movements


Existing
No Build
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Bay/Edgewater
Parking/Sinks
Private Road
B1
B2/B3
B4
265
293
38
43
8
257
56
255
300
22
38
289
15
323
28
289
37
19
12
311
23
280
31
299
5
303
19
28
280
280
311
404
309
390
2
14
14
2
42
47
10
313
63
350
360
35
57
378
23
394
36
378
42
21
17
377
25
372
39
359
6
397
21
31
342
375
472
340
15
457
5
8
23
335
407
340
58
18
25
90
3
6
49
53
25
413
75
378
421
45
44
26
58
22
29
387
39
35
470
3
444
436
6
38
432
74
31
34
402
46
417
26
436
444
3
75
26
387
422
18
6
4
382
12
21
31
420
353
Front St.
Turning Movements
PM

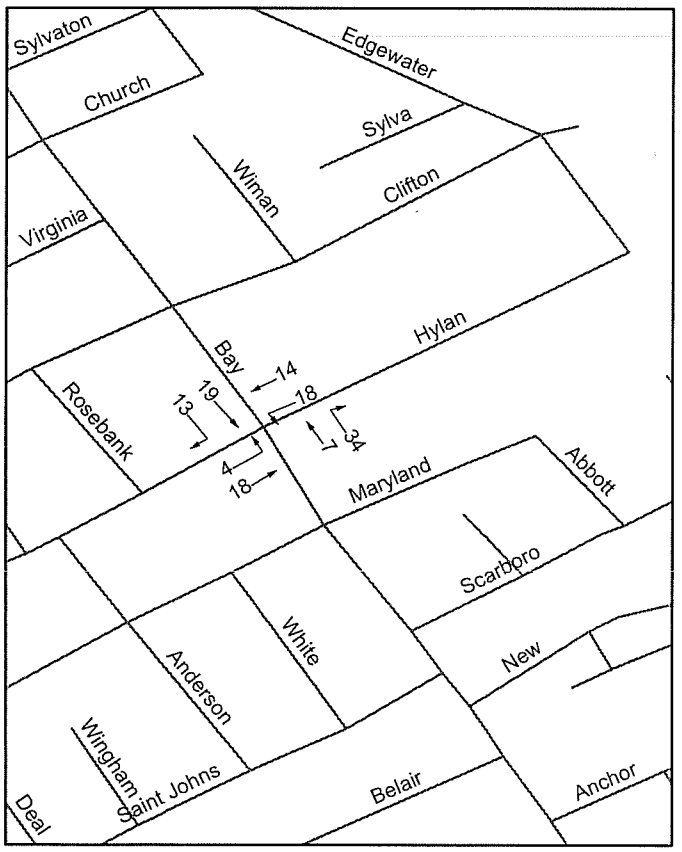

Existing
No Build
Build
N
Hannah
Wave
Prospect
Water
Canal
Thompson
Parking/Sinks
Prov/Edgewater
Private Road
B1
B2/B3
B4
Front St.
Turning Movements
Sat MD



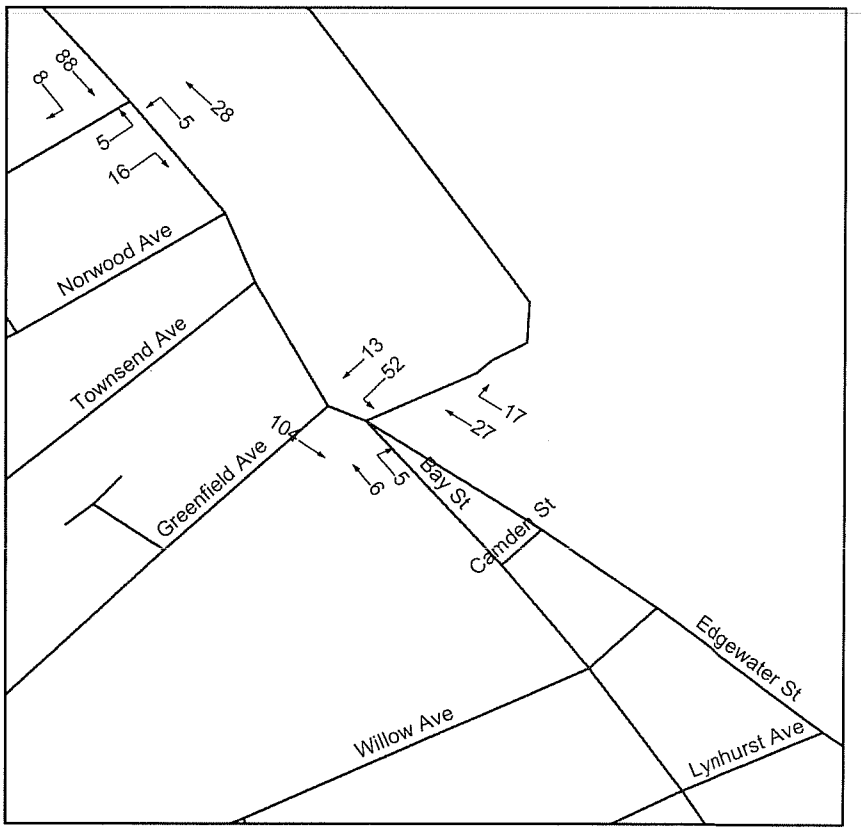
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard

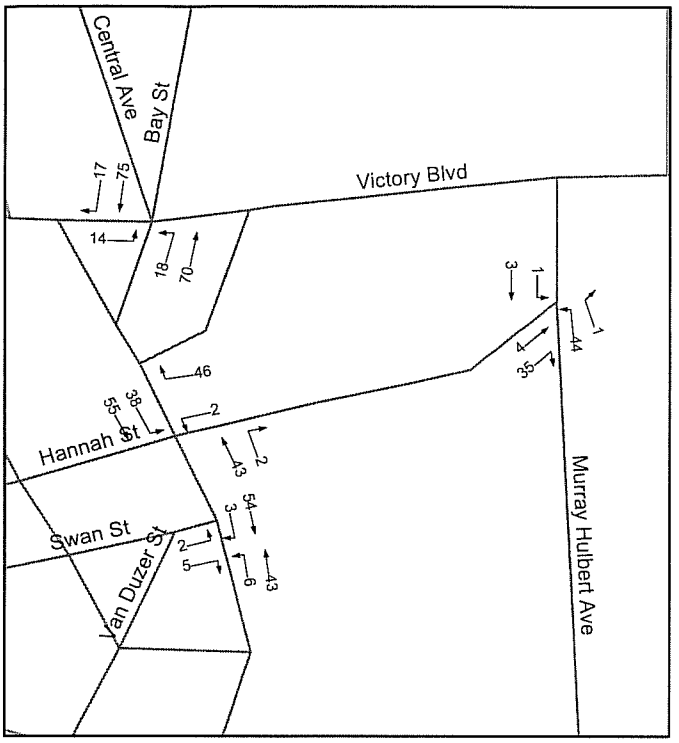


South Bay Street and Edgewater Street

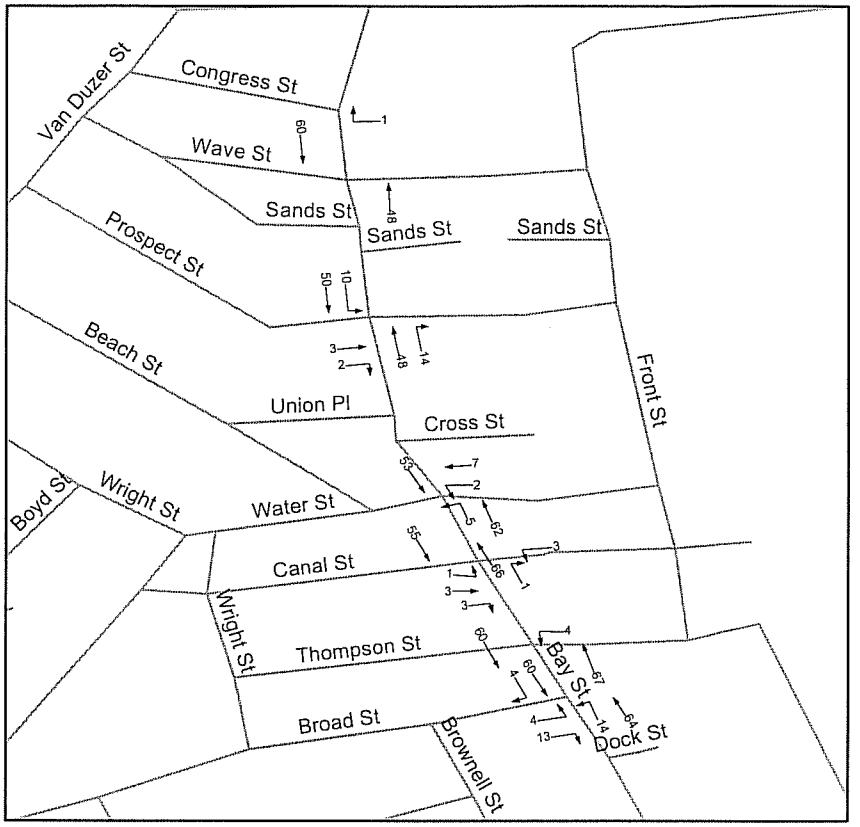
Eng-Wong, Taub & Associates

Traffic and Transportation Consultants

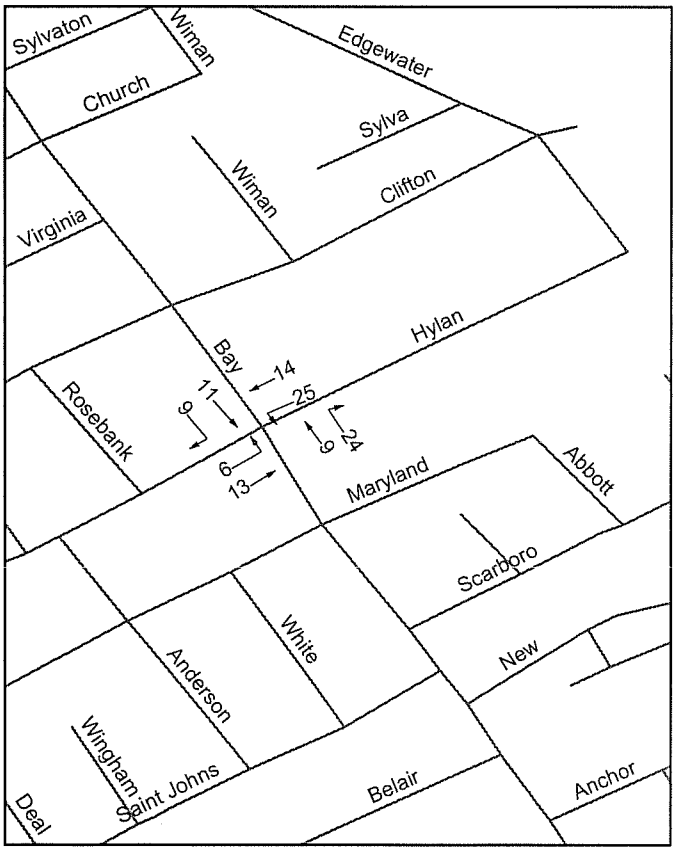
Figure 2
Stapleton No Build AM Assignments



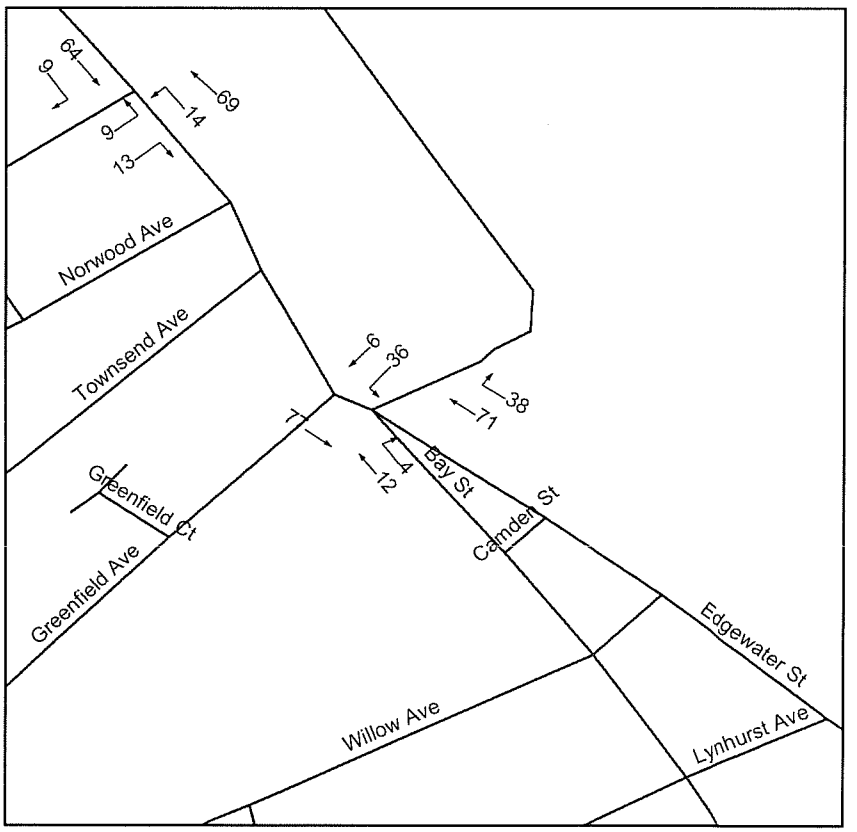
Victory Boulevard



North Bay Street & Front Street



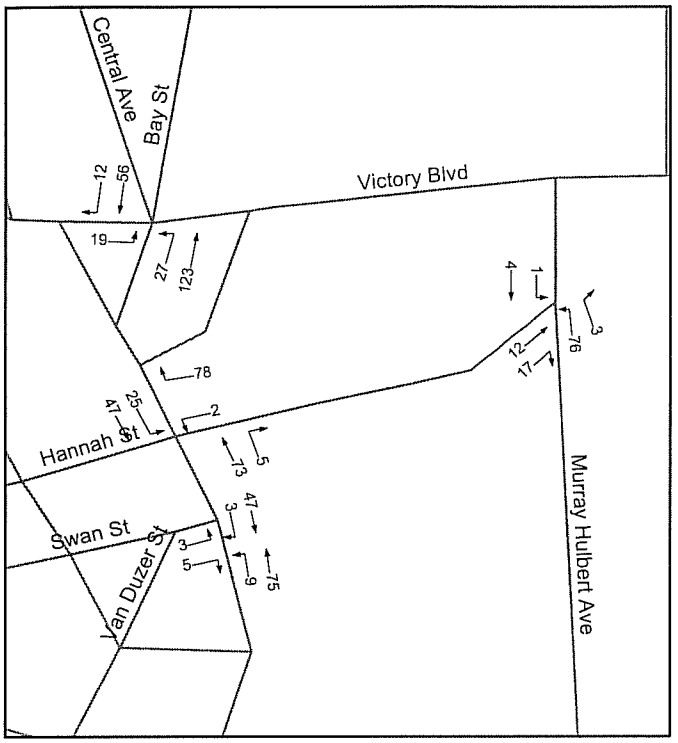
Hylan Boulevard



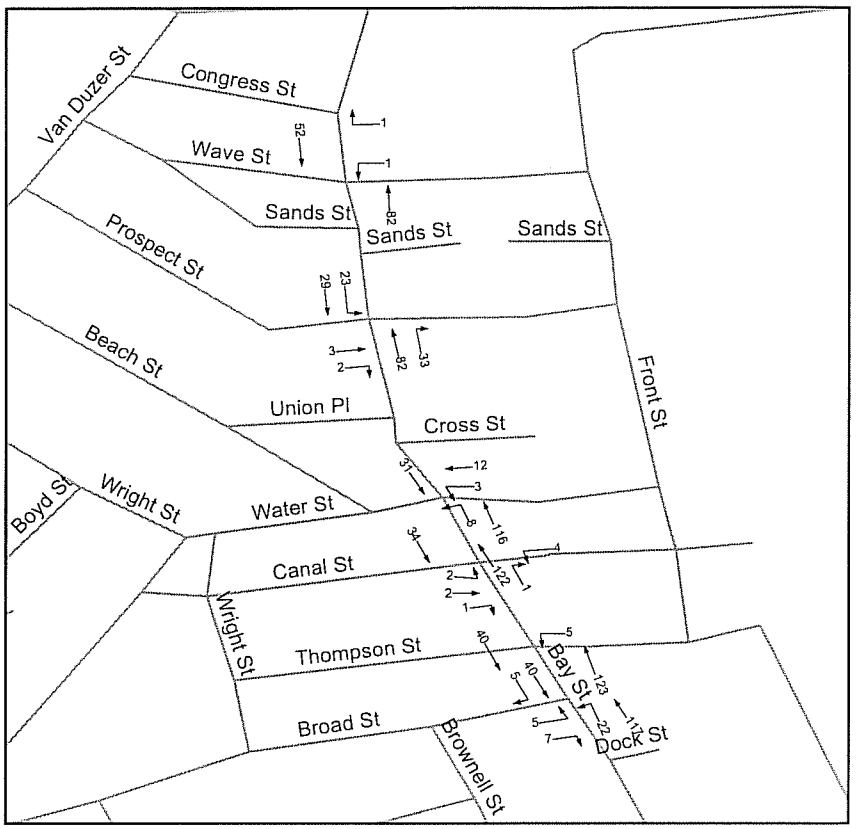
South Bay Street and Edgewater Street

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants

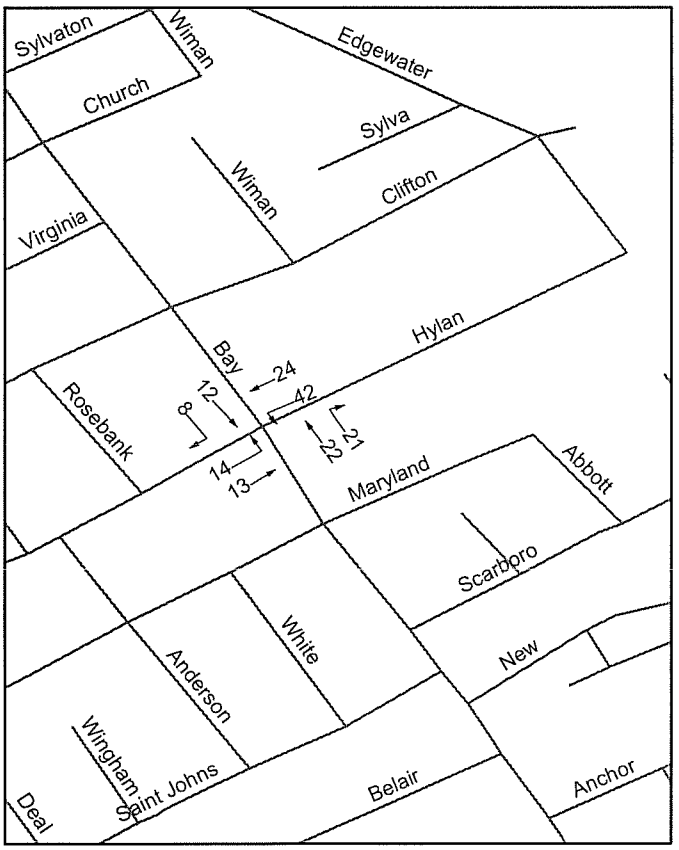
Figure 3
Stapleton No Build MD Assignments



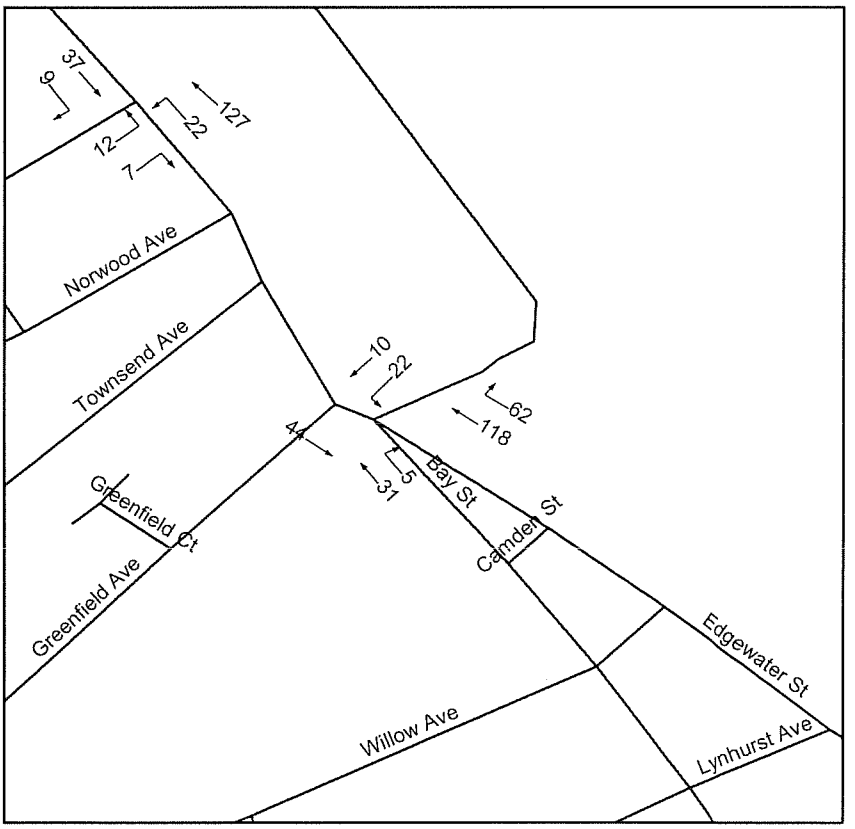
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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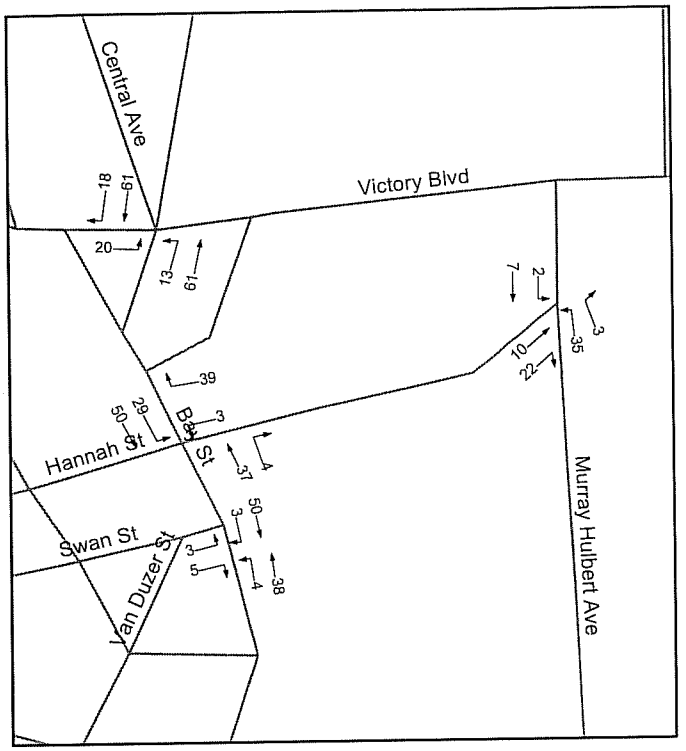
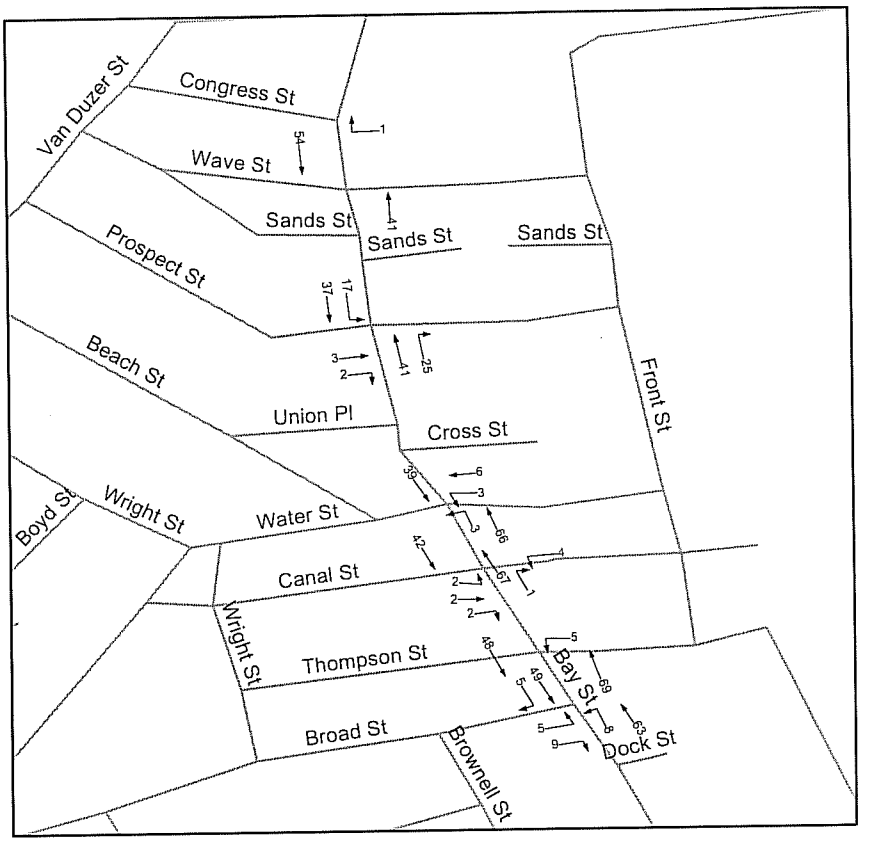
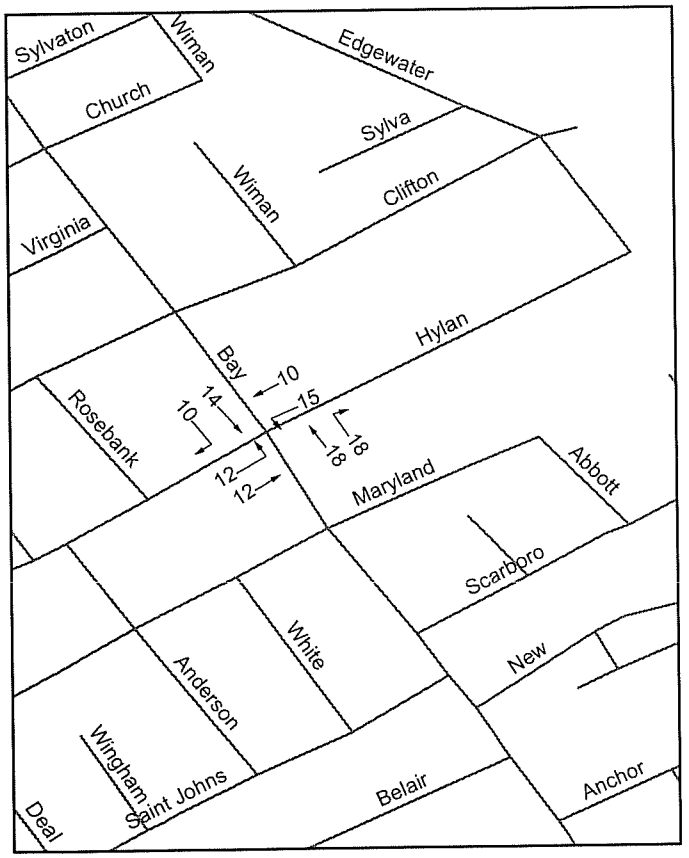
Figure 4
Stapleton No Build PM Assignments



Victory Boulevard



North Bay Street & Front Street



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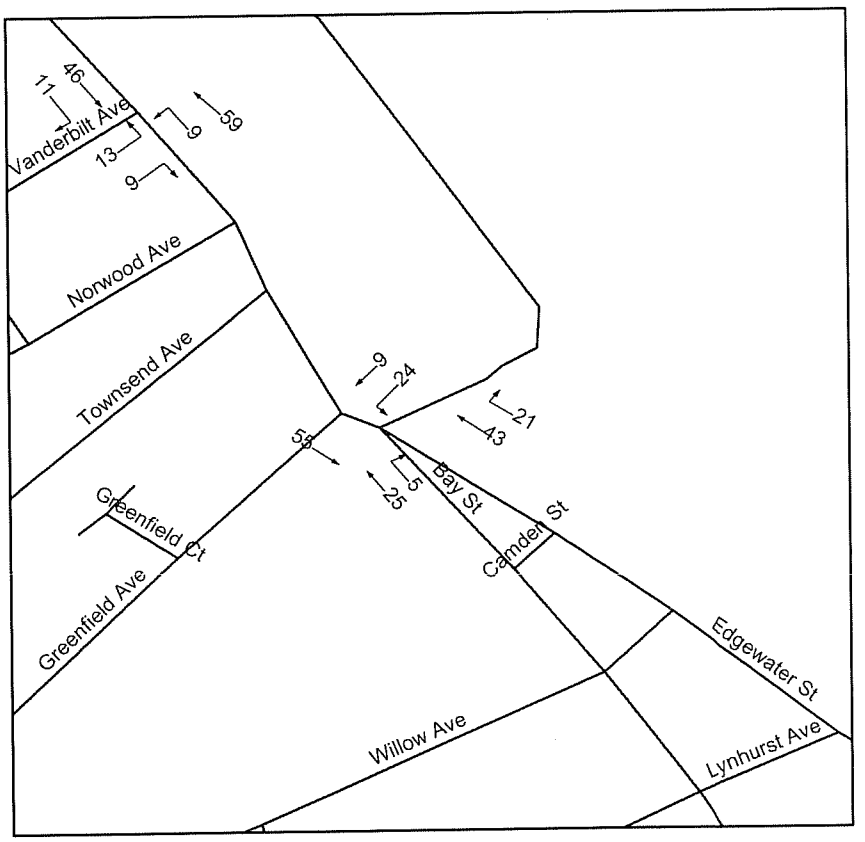

South Bay Street and Edgewater Street

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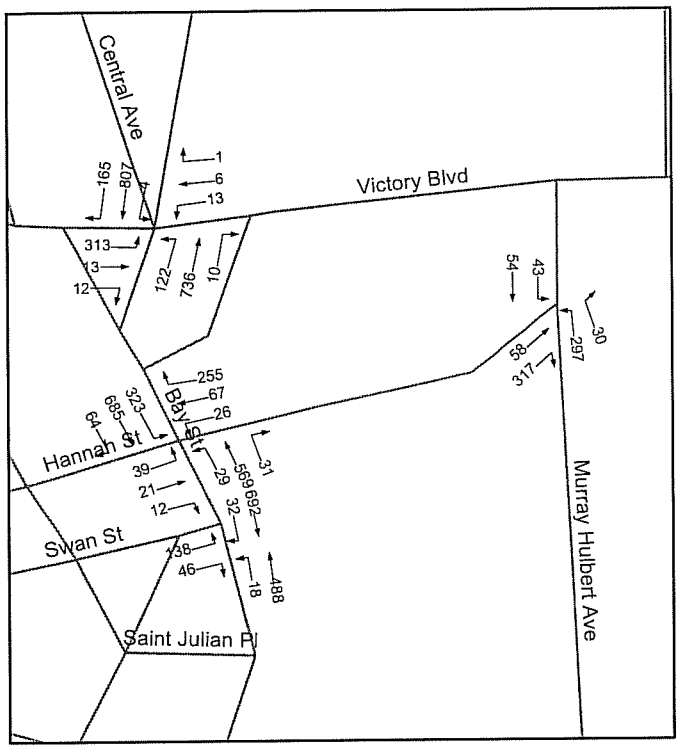
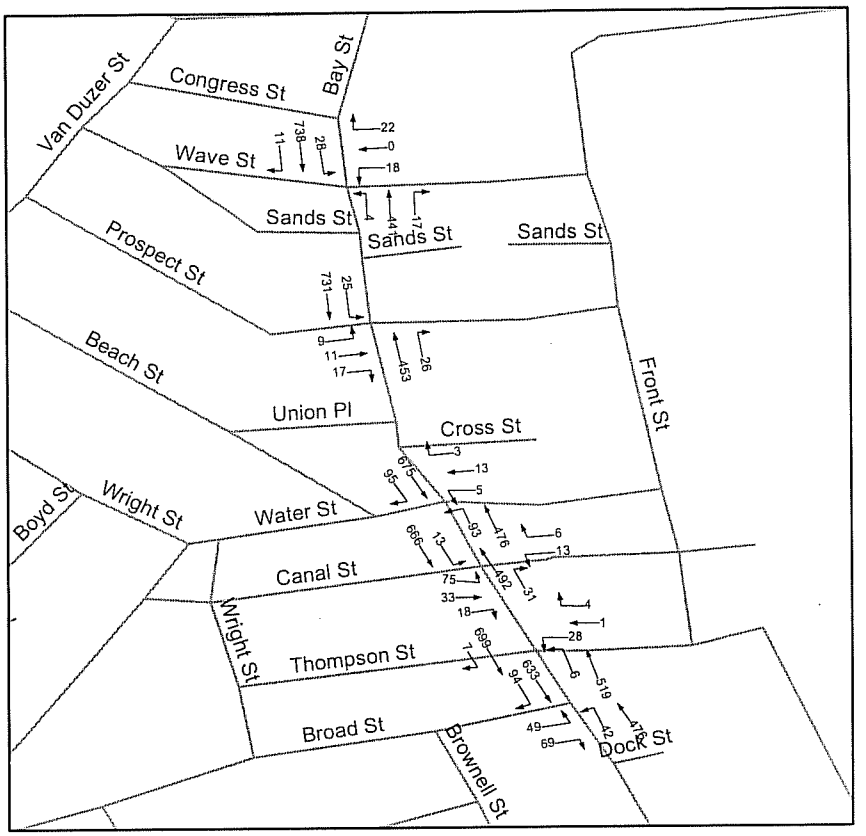
Figure 4

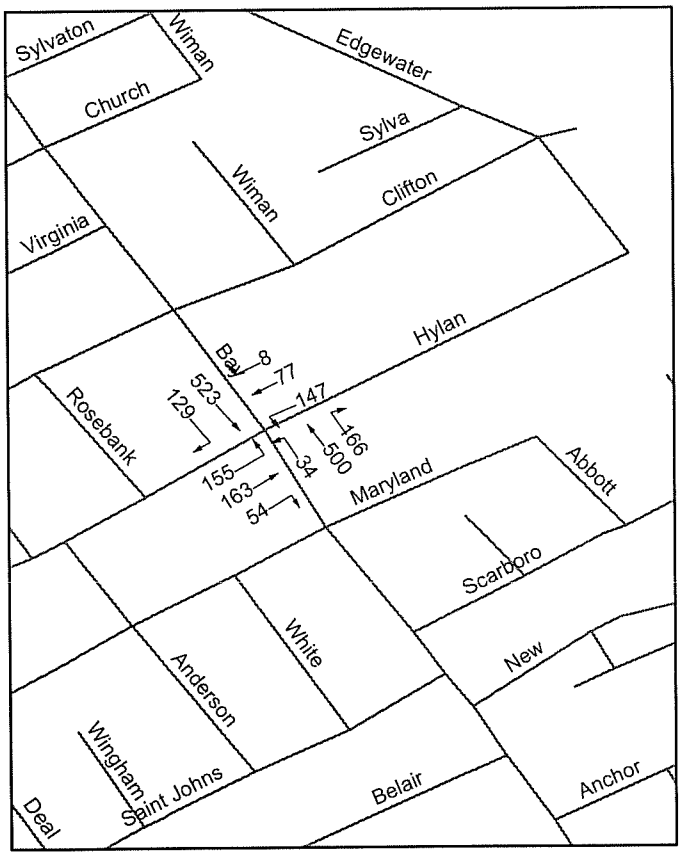
Stapleton No Build SAT MD Assignments



Victory Boulevard



North Bay Street & Front Street



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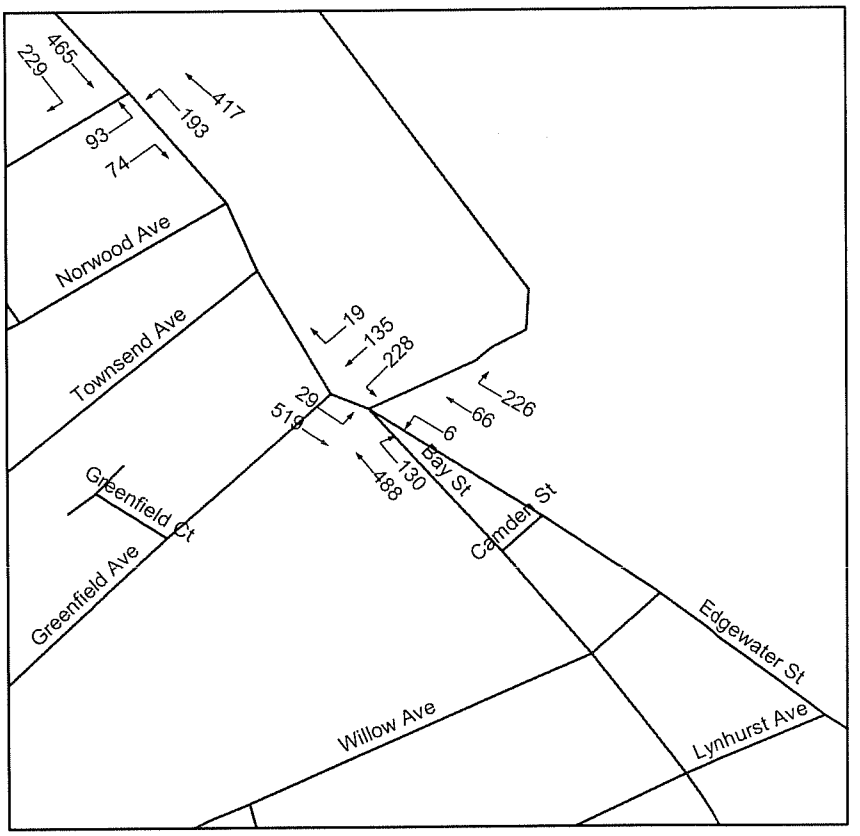

South Bay Street and Edgewater Street

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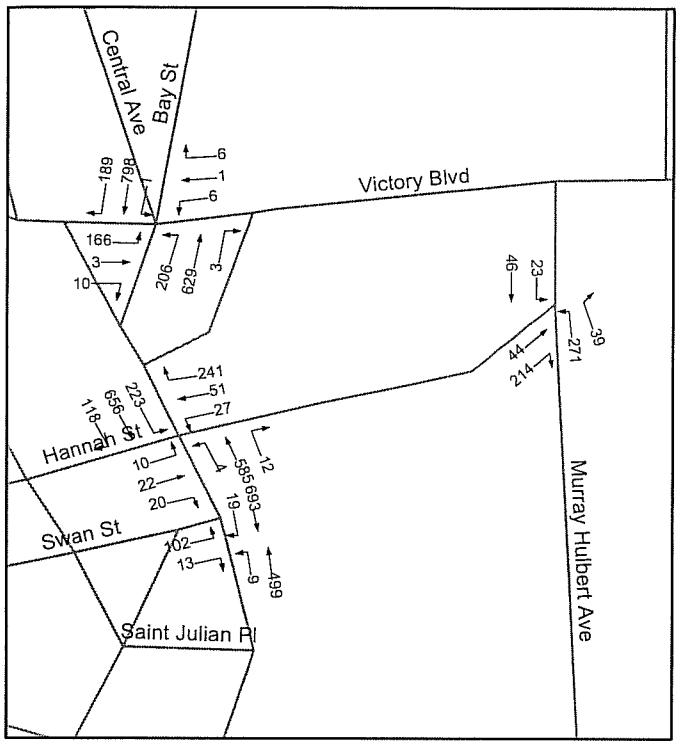
Figure X-1
Stapleton No Build AM Volumes



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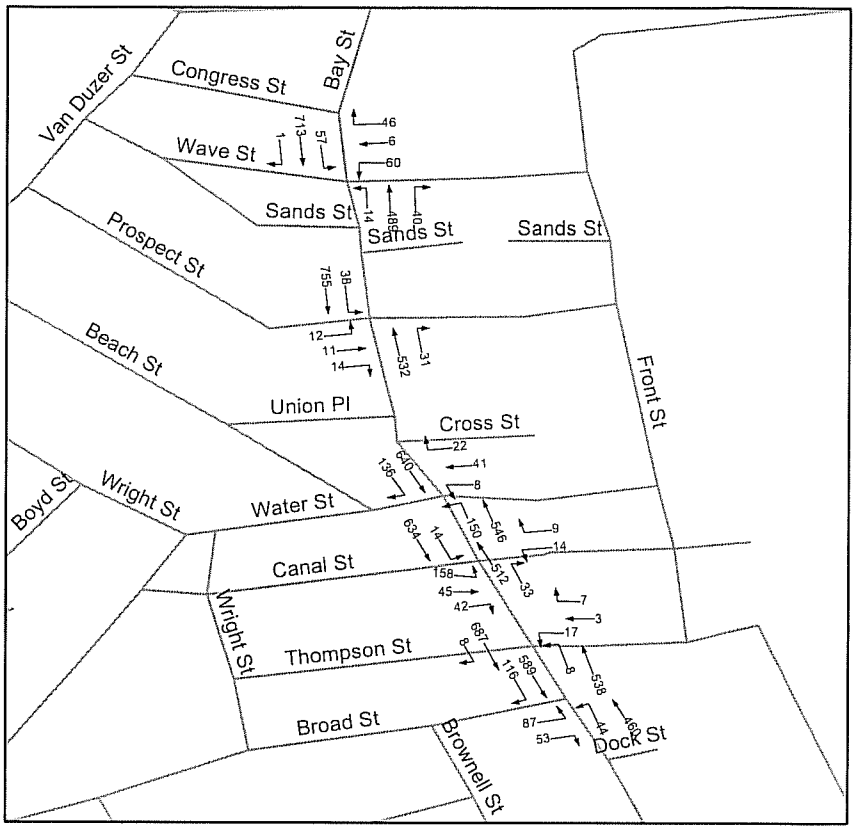
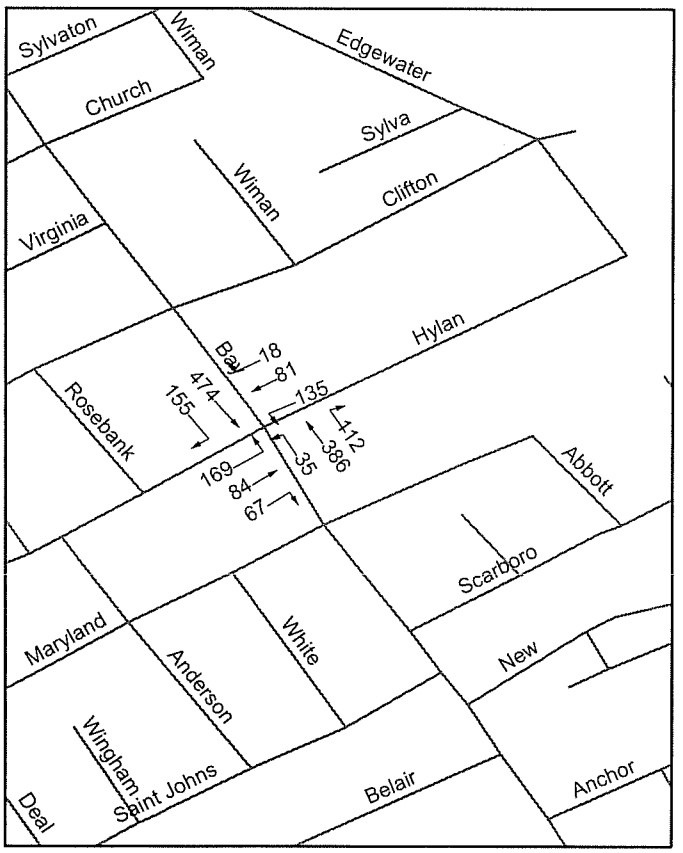


North Bay Street & Front Street



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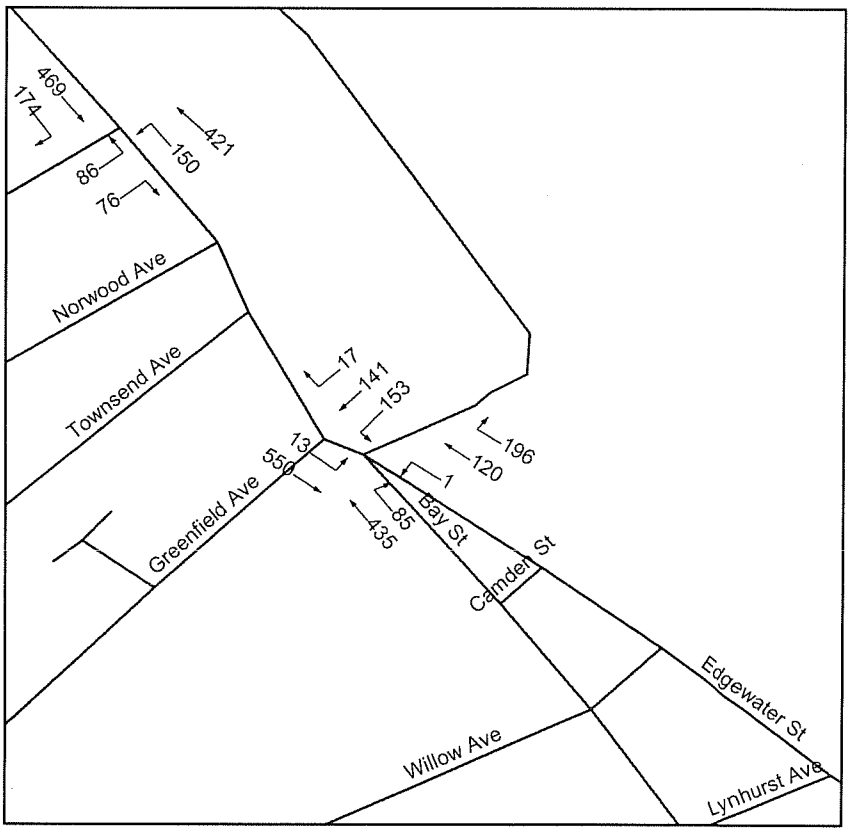

South Bay Street and Edgewater Street

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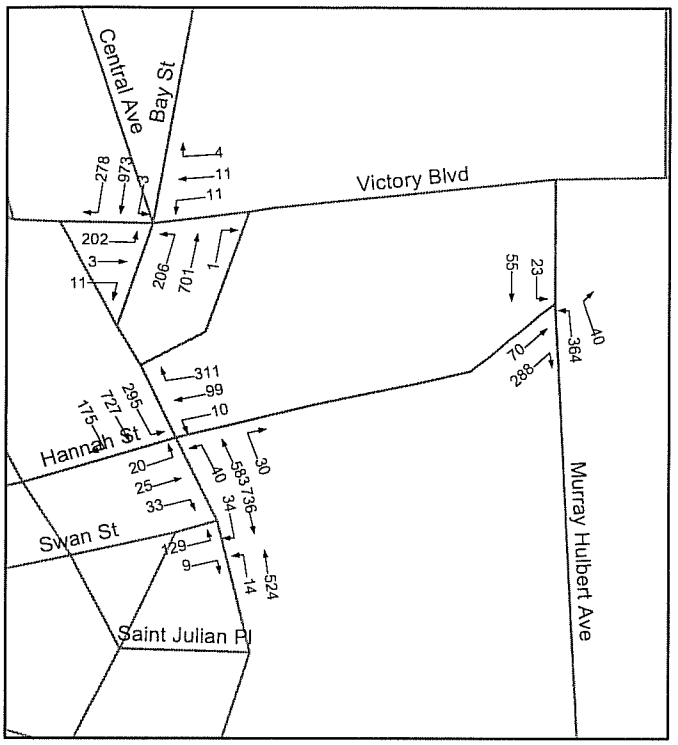
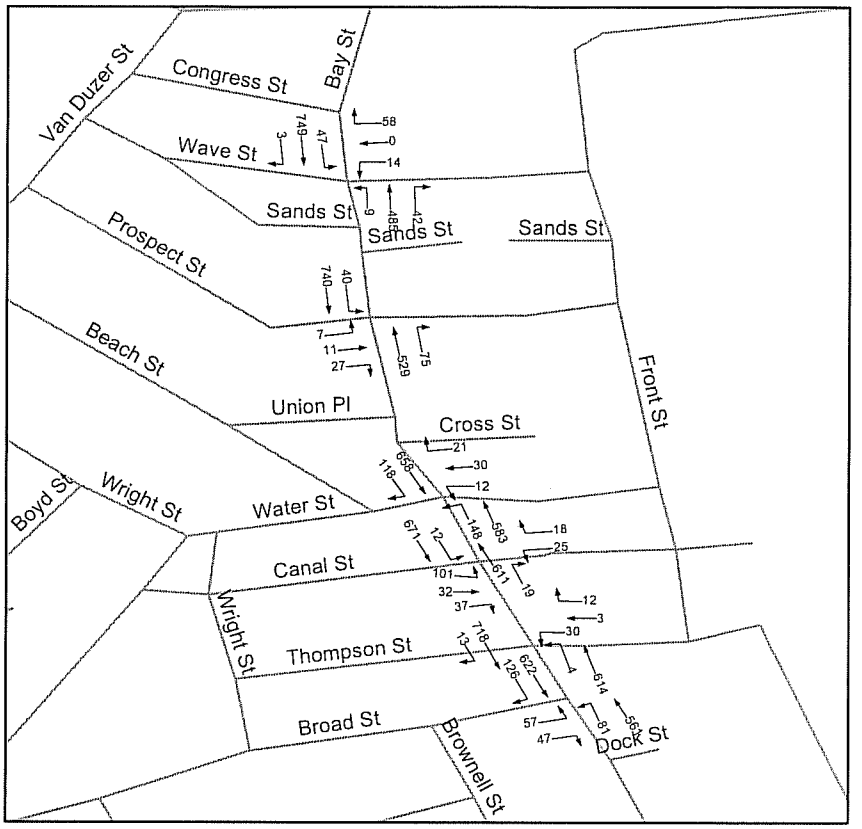
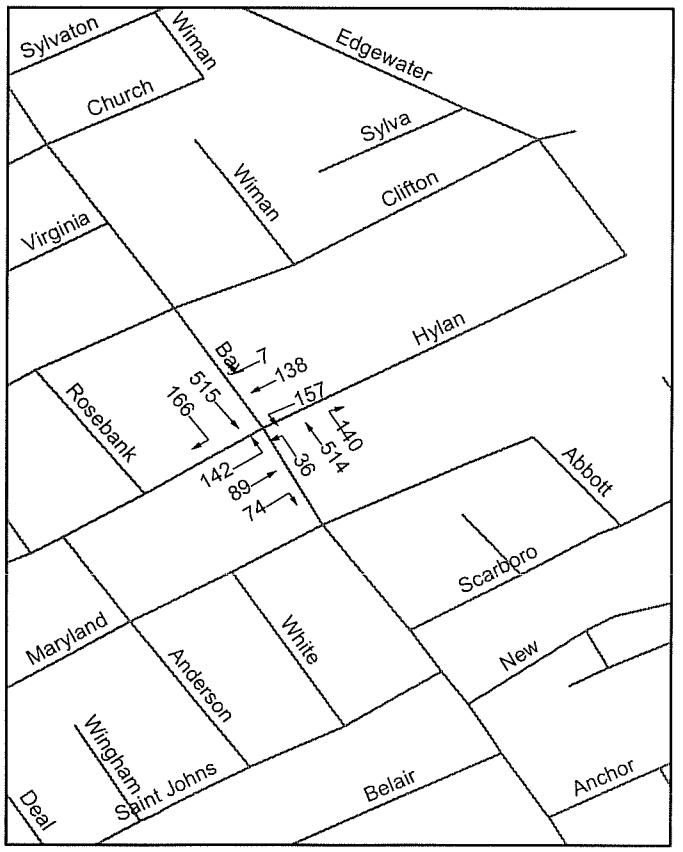
Figure X-2
Stapleton No Build MD Volumes



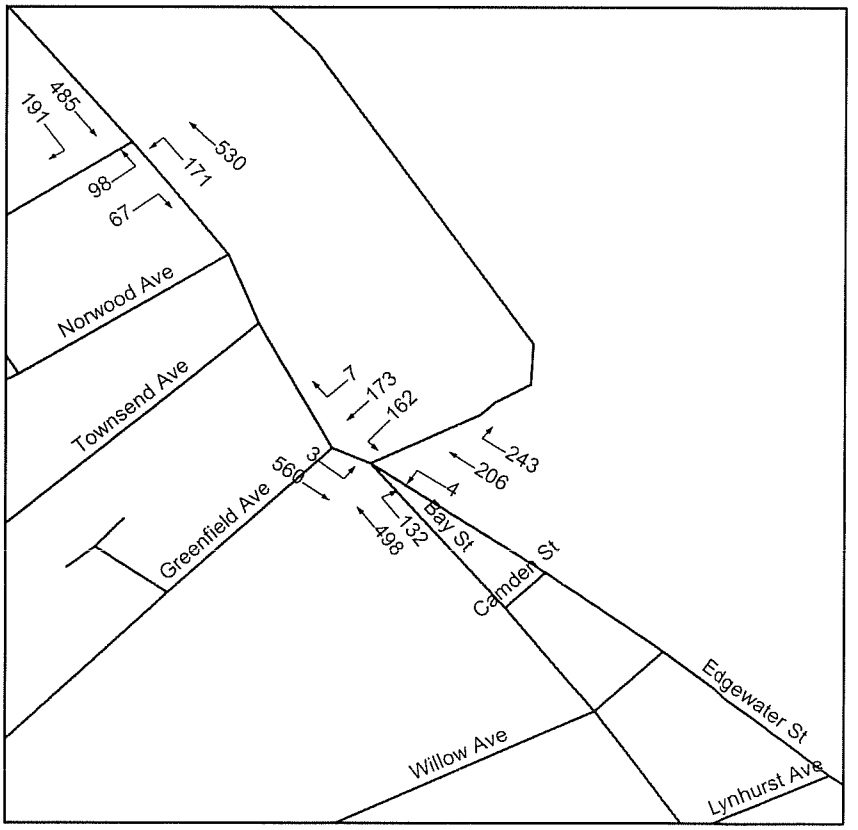
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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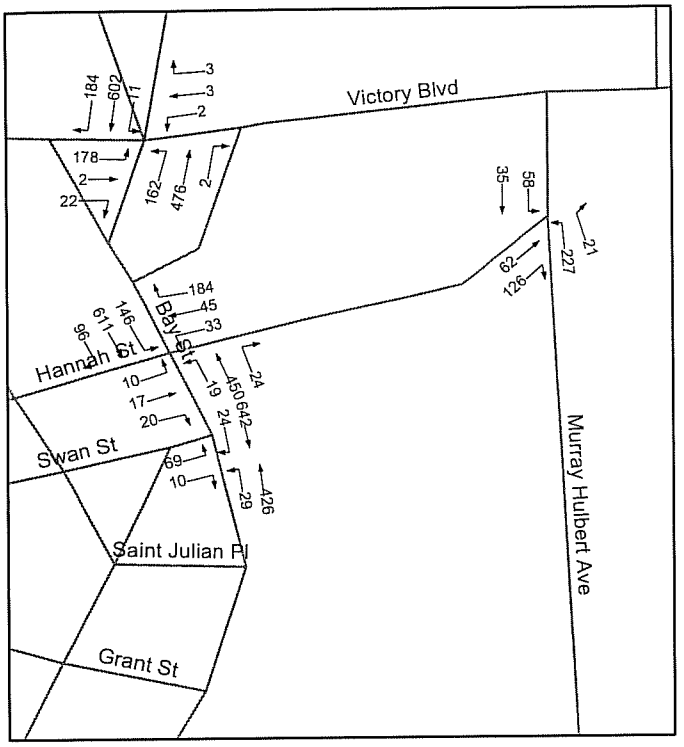
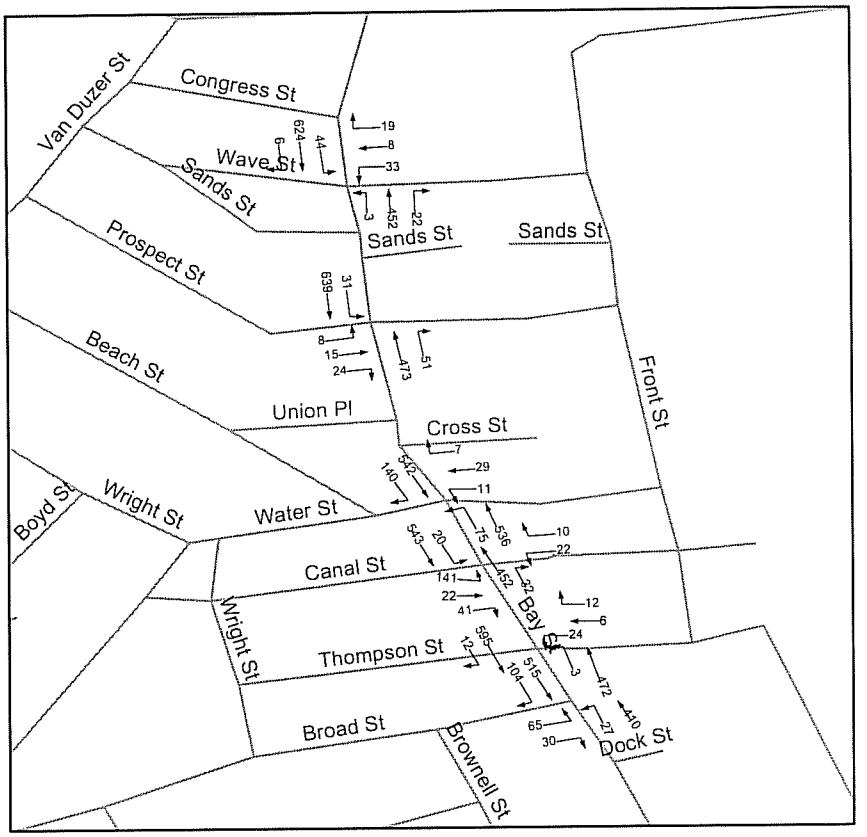
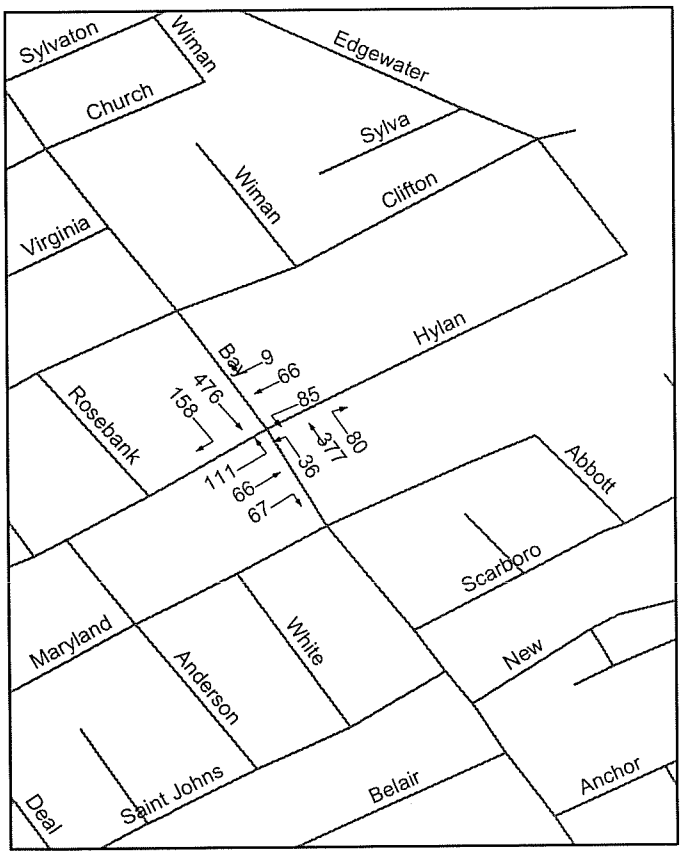
Figure X-3
Stapleton No Build PM Volumes



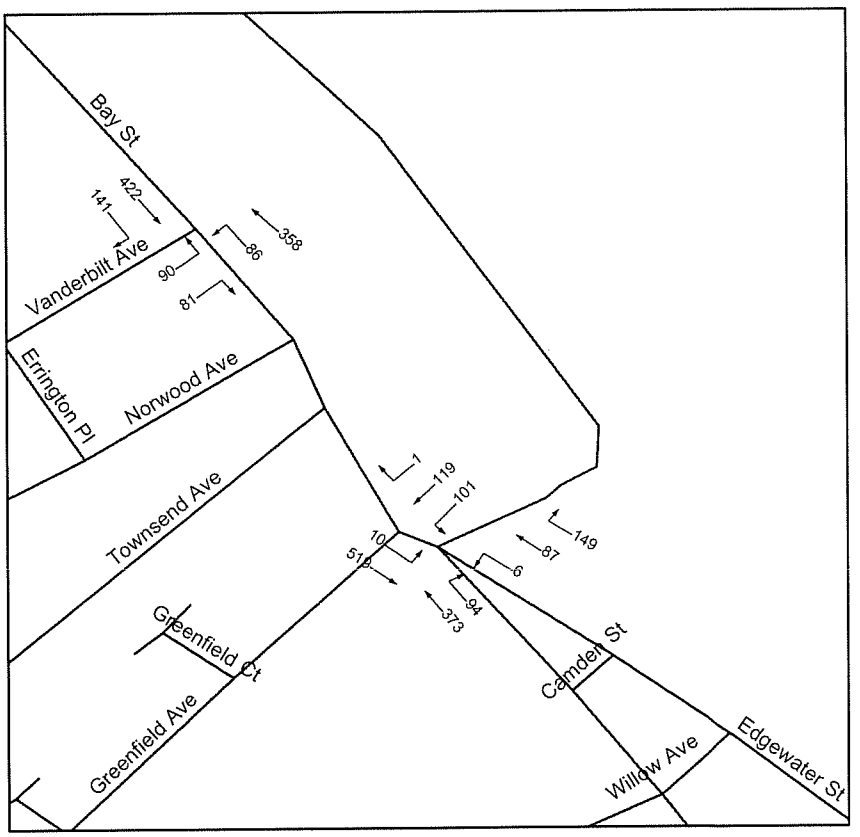
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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Figure X-3
Stapleton No Build SAT MD Volumes

TABLE A - 3
STAPLETON / HOMEPORT REDEVELOPMENT PROJECT
BUILD 2015 TRAFFIC LEVELS OF SERVICE

			Weekday AM (8:00 AM - 9:00 AM)				Weekday Midday (12:30 PM - 1:30 PM)				Weekday PM (4:30 PM - 5:30 PM)				Saturday MD (11:45 PM - 12:45 PM)			
	INTERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
	SIGNALIZED INTERSECTIONS																	
1	**Bay Street and Victory Boulevard**																	
	Victory Boulevard	EB	DefL	1.01	90.9	F	DefL	0.81	50.7	D	DefL	0.92	79.9	E	DefL	0.74	39.8	D
			TR	0.12	30.5	C	TR	0.06	20.1	C	TR	0.14	31.1	C	TR	0.11	20.8	C
		WB	LTR	0.18	31.8	C	LTR	0.07	20.3	C	LTR	0.15	31.1	C	LTR	0.04	19.9	B
	Bay Street	NB	-	-	-	-	DefL	1.59	311.9	F	DefL	1.24	167.2	F	DefL	0.97	74.0	E
			LTR	1.31	172.2	F	TR	1.11	88.9	F	TR	1.20	126.4	F	TR	1.00	57.4	E
		SB	LT	0.58	15.7	B	LT	0.64	16.5	B	LT	0.70	18.3	B	LT	0.55	14.8	B
			R	0.45	16.1	B	R	0.49	16.3	B	R	0.98	67.9	E	R	0.38	13.7	B
	Overall Intersection		**-**	**1.21**	**88.2**	**F**	**-**	**1.29**	**73.4**	**E**	**-**	**1.13**	**72.7**	**E**	**-**	**0.90**	**35.0**	**C**
2	**Bay Street and Hannah Street**																	
	Hannah Street	EB	LTR	0.56	41.9	D	LTR	0.18	21.5	C	LTR	0.39	45.7	D	LTR	0.19	26.1	C
		WB	LTR	0.73	45.9	D	LTR	0.70	32.2	C	LTR	0.78	59.1	E	LTR	0.45	25.4	C
	Bay Street	NB	LTR	0.58	15.6	B	LTR	0.52	14.2	B	LTR	0.56	15.3	B	LTR	0.43	13.5	B
		SB	L	1.70	356.8	F	L	2.16	560.2	F	L	1.71	352.1	F	L	1.83	440.2	F
			T	0.26	11.2	B	T	0.36	12.0	B	T	0.34	11.9	B	T	0.28	11.8	B
			R	0.12	10.2	B	R	0.21	11.1	B	R	0.26	11.7	B	R	0.14	10.9	B
	Overall Intersection		**-**	**1.37**	**70.2**	**E**	**-**	**1.60**	**103.9**	**F**	**-**	**1.39**	**91.7**	**F**	**-**	**1.29**	**94.6**	**F**
4	**Bay Street and Van Duzer Street/Swan Street**																	
	Van Duzer Street	EB	L	0.26	32.5	C	L	0.20	21.5	C	L	0.19	31.2	C	L	0.11	20.5	C
			LR	0.31	33.8	C	LR	0.33	24.1	C	LR	0.27	32.7	C	LR	0.08	20.1	C
	Bay Street	NB	LT	0.67	18.2	B	LT	0.57	15.3	B	LT	0.69	18.8	B	LT	0.46	13.4	B
		SB	TR	0.44	13.3	B	TR	0.50	13.8	B	TR	0.43	13.2	B	TR	0.45	13.2	B
	Overall Intersection		**-**	**0.55**	**18.0**	**B**	**-**	**0.48**	**15.5**	**B**	**-**	**0.55**	**17.9**	**B**	**-**	**0.32**	**13.8**	**B**
8	**Bay Street and Canal Street**																	
	Canal Street	EB	LTR	0.37	34.9	C	LTR	0.80	41.7	D	LTR	0.55	39.8	D	LTR	0.62	32.4	C
		WB	LR	0.20	32.3	C	LR	0.16	21.4	C	LR	0.24	32.8	C	LR	0.19	22.0	C
	Bay Street	NB	TR	0.77	22.9	C	TR	0.89	30.1	C	TR	1.10	84.0	F	TR	0.89	30.0	C
		SB	LT	0.46	13.6	B	LT	0.45	13.3	B	LT	0.45	13.4	B	LT	0.44	13.1	B
	Overall Intersection		**-**	**0.64**	**20.1**	**C**	**-**	**0.85**	**25.4**	**C**	**-**	**0.92**	**53.0**	**D**	**-**	**0.79**	**23.6**	**C**
10	**Bay Street and Broad Street**																	
	Broad Street	EB	LR	0.47	36.8	D	LR	0.39	24.5	C	LR	0.37	34.4	C	LR	0.32	23.2	C
	Bay Street	NB	LT	0.73	21.1	C	LT	1.02	56.1	E	LT	1.24	141.6	F	LT	0.87	27.9	C
		SB	T	0.72	20.9	C	T	0.77	22.3	C	T	0.68	19.4	B	T	0.74	20.8	C
			R	0.17	10.7	B	R	0.24	11.4	B	R	0.20	11.0	B	R	0.19	11.0	B
	Overall Intersection		**-**	**0.64**	**22.1**	**C**	**-**	**0.77**	**36.2**	**D**	**-**	**0.95**	**78.6**	**E**	**-**	**0.66**	**23.5**	**C**

11	**Bay Street and Vanderbilt Avenue**																
	Vanderbilt Avenue	EB	LR	0.62	44.2	D	LR	0.59	31.3	C	LR	0.61	42.8	D	LR	0.46	25.9	C
	Bay Street	NB	DefL	0.72	28.5	C	LT	0.86	26.9	C	LT	1.24	142.3	F	LT	0.61	16.2	B
			T	0.64	18.5	B	-	-	-	-	-	-	-	-	-	-	-	-
		SB	T	0.58	16.9	B	T	0.62	17.3	B	T	0.50	14.9	B	T	0.53	15.2	B
			R	0.34	12.6	B	R	0.28	11.8	B	R	0.31	12.2	B	R	0.24	11.4	B
	Overall Intersection		**-**	**0.69**	**21.1**	**C**	**-**	**0.76**	**23.0**	**C**	**-**	**1.04**	**80.0**	**F**	**-**	**0.55**	**16.7**	**B**
12	**Bay Street and Edgewater St / Front St**																	
	Front Street	WB	L	0.53	38.0	D	L	0.40	24.5	C	L	0.50	37.2	D	L	0.25	22.2	C
			TR	0.58	40.5	D	TR	0.46	25.8	C	TR	0.65	42.5	D	TR	0.33	23.5	C
	Edgewater Street	NB	R	0.38	32.1	C	R	0.38	24.1	C	R	0.69	40.8	D	R	0.28	23.3	C
	Bay Street	NB	TR	0.46	13.6	B	TR	0.50	13.9	B	TR	0.61	16.1	B	TR	0.40	12.6	B
		SB	LT	0.62	17.6	B	LT	0.65	17.5	B	LT	0.57	16.0	B	LT	0.51	14.5	B
	Overall Intersection		**-**	**0.61**	**22.6**	**C**	**-**	**0.56**	**18.4**	**B**	**-**	**0.64**	**24.4**	**C**	**-**	**0.44**	**16.2**	**B**
13	**Bay Street and Hylan Boulevard**																	
	Hylan Boulevard	EB	LTR	1.02	81.8	F	LTR	1.15	120.3	F	LTR	1.13	121.8	F	LTR	1.03	83.3	F
		WB	LTR	1.36	228.5	F	LTR	1.18	145.0	F	LTR	0.90	66.3	E	LTR	0.84	53.5	D
	Bay Street	NB	LTR	1.06	78.9	E	LTR	0.83	28.3	C	LTR	1.26	156.0	F	LTR	0.84	29.9	C
		SB	T	0.72	28.2	C	T	0.64	20.7	C	T	0.74	28.7	C	T	0.69	22.1	C
			R	0.22	8.7	A	R	0.22	7.2	A	R	0.24	8.9	A	R	0.23	7.2	A
	Overall Intersection		**-**	**1.14**	**84.9**	**F**	**-**	**0.99**	**60.6**	**E**	**-**	**1.21**	**94.7**	**F**	**-**	**0.93**	**37.5**	**D**
18	**Front Street and Wave Street**																	
	Wave Street	EB	LR	0.13	20.8	C	LR	0.24	22.2	C	LR	0.22	21.9	C	LR	0.20	21.8	C
	Front Street	NB	LT	0.33	12.4	B	LT	0.68	20.1	C	LT	0.62	17.7	B	LT	0.28	11.7	B
		SB	TR	0.50	14.6	B	TR	0.44	13.7	B	TR	0.50	14.6	B	TR	0.39	13.1	B
	Overall Intersection		**-**	**0.36**	**14.4**	**B**		**0.51**	**17.6**	**B**		**0.47**	**16.8**	**B**		**0.32**	**13.7**	**B**
19	**Front Street and Prospect Street**																	
	Prospect Street	EB	LTR	0.20	21.5	C	LTR	0.22	21.9	C	LTR	0.26	22.3	C	LTR	0.23	22.0	C
		WB	LR	0.12	20.7	C	LR	0.15	21.2	C	LR	0.13	20.9	C	LR	0.20	21.8	C
	Front Street	NB	TR	0.27	11.8	B	TR	0.50	14.9	B	TR	0.55	15.8	B	TR	0.26	11.7	B
		SB	LT	0.60	16.9	B	LT	0.57	16.3	B	LT	0.64	18.3	B	LT	0.46	14.3	B
	Overall Intersection		**-**	**0.44**	**16.5**	**B**	**-**	**0.43**	**16.6**	**B**	**-**	**0.49**	**17.9**	**B**	**-**	**0.37**	**15.5**	**B**
20	**Front Street and Canal Street**																	
	Canal Street	EB	LR	0.26	22.5	C	LR	0.30	23.1	C	LR	0.23	22.0	C	LR	0.27	22.6	C
	Front Street	NB	LT	0.19	10.8	B	LT	0.43	13.6	B	LT	0.53	15.2	B	LT	0.19	10.9	B
		SB	TR	0.61	16.8	B	TR	0.52	15.1	B	TR	0.54	15.4	B	TR	0.41	13.4	B
	Overall Intersection		**-**	**0.47**	**16.4**	**B**		**0.44**	**15.6**	**B**		**0.42**	**16.0**	**B**		**0.36**	**14.5**	**B**

UNSIGNALIZED INTERSECTIONS

3	**Front Street and Hannah Street**																
	Hannah Street	WB	LT	0.04	8.5	A	LT	0.03	8.3	A	LT	0.03	9.1	A	LT	0.10	9.6	A
	Front Street	NB	LR	0.52	16.8	C	LR	0.62	18.4	C	LR	0.67	23.9	C	LR	0.49	19.1	C
	Overall Intersection		**-**	**-**	**15.8**	**C**	**-**	**-**	**17.7**	**C**	**-**	**-**	**22.7**	**C**	**-**	**-**	**16.5**	**C**
5	**Bay Street and Wave Street**																	
	Wave Street	WB	LTR	0.59	49.5	E	LTR	1.92	523.0	F	LTR	1.98	602.0	F	LTR	1.13	193.4	F
	Bay Street	NB	LTR	0.01	9.7	A	LTR	0.07	14.6	B	LTR	0.04	12.4	B	LTR	0.01	12.6	B
		SB	LTR	0.06	9.2	A	LTR	0.14	12.2	B	LTR	0.12	12.0	B	LTR	0.12	13.7	B
	Overall Intersection		**-**	**-**	**34.9**	**D**	**-**	**-**	**334.1**	**F**	**-**	**-**	**357.6**	**F**	**-**	**-**	**137.5**	**F**
6	**Bay Street and Prospect Street**																	
	Prospect Street	EB	LTR	0.40	42.1	E	LTR	1.34	338.6	F	LTR	1.78	535.2	F	LTR	0.87	135.9	F
	Bay Street	SB	LT	0.06	10.4	B	LT	0.19	15.7	C	LT	0.21	15.7	C	LT	0.12	15.9	C
	Overall Intersection		**-**	**-**	**29.5**	**D**	**-**	**-**	**185.0**	**F**	**-**	**-**	**286.5**	**F**	**-**	**-**	**93.4**	**F**
7	**Bay Street and Water Street**																	
	Water Street	WB	LTR	1.03	151.1	F	LTR	2.07	641.7	F	LTR	2.98	-	F*	LTR	1.00	109.0	F
	Bay Street	NB	LT	0.11	9.3	A	LT	0.40	15.4	C	LT	0.26	12.4	B	LT	0.13	11.6	B
	Overall Intersection		**-**	**-**	**91.6**	**F**	**-**	**-**	**234.8**	**F**	**-**	**-**	**-**	**F***	**-**	**-**	**81.2**	**F**
9	**Bay Street and Thompson Street**																	
	Thompson Street	WB	LTR	0.39	27.9	D	LTR	0.56	49.0	E	LTR	0.92	110.9	F	LTR	0.51	43.0	E
	Bay Street	NB	LT	0.01	9.7	A	LT	0.03	10.9	B	LT	0.02	10.8	B	LT	0.01	11.1	B
	Overall Intersection		**-**	**-**	**26.4**	**D**	**-**	**-**	**43.0**	**E**	**-**	**-**	**103.1**	**F**	**-**	**-**	**40.8**	**E**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: Stapleton Future Speed Runs
2.27.06

Weekday AM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.4	20.57									
Clifton	-	Virginia	268.8	9.0	0.0	20.36									
Virginia	-	Church	280.4	6.0	0.0	31.86									
Church	-	Sylvaton	178.6	4.0	0.0	30.44									
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28									
Chestnut	-	Lynhurst	317.7	7.0	0.0	30.94									
Lynhurst	-	Willow	308.8	8.0	0.0	26.32									
Willow	-	Murray / Hulbert	223.5	32.0	19.3	4.76	28.9	30.5	13.6	32.0	32.5	27.4	4.76	4.69	5.56
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	7.0	0.0	44.35									
Townsend	-	Norwood	161.3	4.0	0.0	27.49									
Norwood	-	Vanderbilt	272.2	10.0	0.0	18.56	13.5	14.7	18.5	10.0	10.4	11.5	18.56	17.91	16.14
Vanderbilt	-	Broad	1338.4	26.0	0.5	35.10	14.3	16.3	21.1	26.0	26.6	28.0	35.10	34.31	32.54
Broad	-	Thompson	154.1	5.0	0.0	21.01	8.8	9.4	9.7	5.0	5.2	5.3	21.01	20.28	19.94
Thompson	-	Canal	274	10.0	2.0	18.68	14.8	16.6	22.9	10.0	10.5	12.4	18.68	17.72	15.03
Canal	-	Water	175.3	9.0	1.3	13.28	8.7	9.2	9.3	9.0	9.2	9.2	13.28	13.06	13.02
Water	-	Union	213.2	8.0	0.6	18.17			.						
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	0.0	9.0	9.0	9.0	25.96	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49									
Sands	-	Wave	201.3	6.0	1.4	22.88	8.9	9.4	9.7	6.0	6.2	6.2	22.88	22.32	22.00
Wave	-	Baltic	618.6	25.0	2.4	16.87									
Baltic	-	Clinton	264.4	11.0	7.9	16.39									
Clinton	-	Swan	1211.1	35.0	11.9	23.59	12.8	14.4	18.2	35.0	35.5	36.6	23.59	23.27	22.55
Swan	-	Hannah	318	10.0	0.0	21.68	13.0	14.0	15.6	10.0	10.3	10.8	21.68	21.05	20.11
Hannah	-	Victory	680	19.0	1.4	24.40	30.7	109.1	172.2	19.0	42.5	61.5	24.40	10.90	7.54

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	23.0	7.0	20.93	10.8	11.2	11.2	23.0	23.1	23.1	20.93	20.82	20.82
Hannah	-	Swan	295	7.0	0.0	28.72	12.3	13.3	13.3	7.0	7.3	7.3	28.72	27.54	27.54
Swan	-	Clinton	1,258	39.0	12.9	21.99									
Clinton	-	Baltic	284	8.0	0.0	24.24									
Baltic	-	Wave	592	14.0	0.0	28.83	8.3	8.5	9.2	14.0	14.1	14.3	28.83	28.71	28.29
Wave	-	Sands	209	4.0	0.0	35.69									
Sands	-	Prospect	231	6.0	0.6	26.26	8.7	9.3	10.4	6.0	6.2	6.5	26.26	25.50	24.20
Prospect	-	Union	235	24.0	15.1	6.66									
Union	-	Water	248	6.0	0.0	28.20	0.0	0.0	0.0	6.0	6.0	6.0	28.20	28.20	28.20
Water	-	Canal	260	13.0	7.6	13.65	12.3	13.3	13.6	13.0	13.3	13.4	13.65	13.34	13.25
Canal	-	Thompson	266	11.0	4.6	16.49	0.0	0.0	0.0	11.0	11.0	11.0	16.49	16.49	16.49
Thompson	-	Broad	121	8.0	0.0	10.30	15.8	19.5	20.9	8.0	9.1	9.5	10.30	9.05	8.65
Broad	-	Vanderbilt	1,348	38.0	12.2	24.18	13.6	16.4	16.9	38.0	38.8	39.0	24.18	23.65	23.56
Vanderbilt	-	Norwood	289	7.0	0.0	28.16									
Norwood	-	Townsend	165	4.0	0.0	28.11									
Townsend	-	Greenfield	312	23.0	8.1	9.26									
Greenfield	-	Murray / Hubert	201	18.0	18.6	7.61	34.8	66.0	17.6	18.0	27.4	12.8	7.61	5.00	10.66
Murray / Hubert	-	Willow	607	13.0	0.0	31.84									
Willow	-	Lynhurst	361	7.0	0.0	35.15									
Lynhurst	-	Chestnut	274	6.0	0.0	31.18									
Chestnut	-	Sylvaton	380	8.0	0.0	32.38									
Sylvaton	-	Church	187	10.0	4.9	12.74									
Church	-	Virginia	249	18.0	7.4	9.42									
Virginia	-	Clifton	253	8.0	0.0	21.53									
Clifton	-	Hylan	362	10.0	2.2	24.68	23.6	26.3	28.2	10.0	10.8	11.4	24.68	22.83	21.69

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday MD

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	31.0	3.3	7.96									
Clifton	-	Virginia	268.8	26.0	22.5	7.05									
Virginia	-	Church	280.4	7.0	0.0	27.31									
Church	-	Sylvaton	178.6	4.0	0.0	30.44									
Sylvaton	-	Chestnut	331.8	12.0	1.8	18.85									
Chestnut	-	Lynhurst	317.7	5.0	0.0	43.32									
Lynhurst	-	Willow	308.8	31.0	9.8	6.79									
Willow	-	Murray / Hulbert	223.5	38.0	20.0	4.01	45.0	71.8	13.9	38.0	46.0	28.7	4.01	3.31	5.32
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	6.0	0.0	51.74									
Townsend	-	Norwood	161.3	4.0	0.0	27.49									
Norwood	-	Vanderbilt	272.2	17.0	0.0	10.92	14.2	18.8	26.9	17.0	18.4	20.8	10.92	10.10	8.92
Vanderbilt	-	Broad	1338.4	51.0	26.1	17.89	15.0	22.6	56.1	51.0	53.3	63.3	17.89	17.13	14.41
Broad	-	Thompson	154.1	7.0	0.0	15.01	9.2	10.1	10.9	7.0	7.3	7.5	15.01	14.45	13.99
Thompson	-	Canal	274	26.0	13.4	7.19	15.2	18.3	30.1	26.0	26.9	30.5	7.19	6.94	6.13
Canal	-	Water	175.3	13.0	2.9	9.19	11.3	13.5	15.4	13.0	13.7	14.2	9.19	8.75	8.40
Water	-	Union	213.2	19.0	8.3	7.65									
Union	-	Prospect	342.7	14.0	2.5	16.69	0.0	0.0	0.0	14.0	14.0	14.0	16.69	16.69	16.69
Prospect	-	Sands	189.8	9.0	0.0	14.38									
Sands	-	Wave	201.3	7.0	0.6	19.61	9.6	10.9	14.6	7.0	7.4	8.5	19.61	18.57	16.15
Wave	-	Baltic	618.6	22.0	0.0	19.17									
Baltic	-	Clinton	264.4	17.0	8.8	10.60									
Clinton	-	Swan	1211.1	33.0	5.8	25.02	11.8	13.1	15.3	33.0	33.4	34.1	25.02	24.73	24.25
Swan	-	Hannah	318	12.0	0.0	18.07	12.3	13.1	14.2	12.0	12.2	12.6	18.07	17.71	17.25
Hannah	-	Victory	680	30.0	10.6	15.45	31.0	46.3	88.9	30.0	34.6	47.4	15.45	13.40	9.79

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	34.0	13.7	14.16	11.4	12.0	12.0	34.0	34.2	34.2	14.16	14.08	14.08
Hannah	-	Swan	295	10.0	1.6	20.11	12.7	13.7	13.8	10.0	10.3	10.3	20.11	19.52	19.46
Swan	-	Clinton	1,258	32.0	5.1	26.80									
Clinton	-	Baltic	284	7.0	0.0	27.70									
Baltic	-	Wave	592	26.0	8.1	15.52	8.6	9.3	12.2	26.0	26.2	27.1	15.52	15.40	14.91
Wave	-	Sands	209	6.0	0.7	23.80									
Sands	-	Prospect	231	11.0	0.0	14.32	9.0	11.0	15.7	11.0	11.6	13.0	14.32	13.58	12.11
Prospect	-	Union	235	33.0	24.1	4.85									
Union	-	Water	248	8.0	0.0	21.15	0.0	0.0	0.0	8.0	8.0	8.0	21.15	21.15	21.15
Water	-	Canal	260	6.0	0.0	29.58	12.1	12.9	13.3	6.0	6.2	6.4	29.58	28.44	27.91
Canal	-	Thompson	266	7.0	0.0	25.92	0.0	0.0	0.0	7.0	7.0	7.0	25.92	25.92	25.92
Thompson	-	Broad	121	27.0	0.0	3.05	16.6	20.5	22.3	27.0	28.2	28.7	3.05	2.93	2.87
Broad	-	Vanderbilt	1,348	38.0	27.0	24.18	14.5	17.2	17.3	38.0	38.8	38.8	24.18	23.67	23.65
Vanderbilt	-	Norwood	289	8.0	0.0	24.64									
Norwood	-	Townsend	165	5.0	0.0	22.49									
Townsend	-	Greenfield	312	14.0	0.0	15.21									
Greenfield	-	Murray / Hubert	201	8.0	8.7	17.11	33.0	54.4	17.5	8.0	14.4	3.4	17.11	9.49	40.87
Murray / Hubert	-	Willow	607	34.0	14.4	12.17									
Willow	-	Lynhurst	361	11.0	0.0	22.37									
Lynhurst	-	Chestnut	274	9.0	0.0	20.79									
Chestnut	-	Sylvaton	380	10.0	0.0	25.90									
Sylvaton	-	Church	187	14.0	5.4	9.10									
Church	-	Virginia	249	9.0	0.7	18.85									
Virginia	-	Clifton	253	32.0	6.1	5.38									
Clifton	-	Hylan	362	35.0	24.7	7.05	17.9	19.3	20.7	35.0	35.4	35.8	7.05	6.97	6.89

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday PM

NORTHBOUND Bay Street between Hylan Blvd. and Victory Blvd. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hylan	-	Clifton	362.1	12.0	0.0	20.57									
Clifton	-	Virginia	268.8	26.0	14.3	7.05									
Virginia	-	Church	280.4	7.0	0.0	27.31									
Church	-	Sylvaton	178.6	3.0	0.0	40.59									
Sylvaton	-	Chestnut	331.8	8.0	0.0	28.28									
Chestnut	-	Lynhurst	317.7	11.0	0.0	19.69									
Lynhurst	-	Willow	308.8	25.0	18.3	8.42									
Willow	-	Murray / Hulbert	223.5	40.0	21.6	3.81	46.3	76.2	16.1	40.0	49.0	30.9	3.81	3.11	4.93
Murray / Hulbert	-	Greenfield	400.3	5.0	0.0	54.59									
Greenfield	-	Townsend	455.3	6.0	0.0	51.74									
Townsend	-	Norwood	161.3	3.0	0.0	36.66									
Norwood	-	Vanderbilt	272.2	16.0	5.4	11.60	20.7	47.8	142.3	16.0	24.1	52.5	11.60	7.69	3.54
Vanderbilt	-	Broad	1338.4	57.0	25.3	16.01	15.6	34.5	141.6	57.0	62.7	94.8	16.01	14.56	9.63
Broad	-	Thompson	154.1	6.0	0.0	17.51	9.3	10.1	10.8	6.0	6.2	6.5	17.51	16.84	16.29
Thompson	-	Canal	274	17.0	7.6	10.99	15.3	20.1	84.0	17.0	18.4	37.6	10.99	10.13	4.97
Canal	-	Water	175.3	16.0	7.4	7.47	10.2	11.4	12.4	16.0	16.4	16.7	7.47	7.31	7.17
Water	-	Union	213.2	37.0	26.3	3.93									
Union	-	Prospect	342.7	9.0	0.0	25.96	0.0	0.0	0.0	9.0	9.0	9.0	25.96	25.96	25.96
Prospect	-	Sands	189.8	7.0	0.0	18.49									
Sands	-	Wave	201.3	4.0	0.0	34.31	9.2	10.2	12.4	4.0	4.3	5.0	34.31	31.92	27.67
Wave	-	Baltic	618.6	16.0	0.0	26.36									
Baltic	-	Clinton	264.4	36.0	25.1	5.01									
Clinton	-	Swan	1211.1	25.0	0.0	33.03	11.7	13.9	18.8	25.0	25.7	27.1	33.03	32.18	30.44
Swan	-	Hannah	318	7.0	0.0	30.97	12.3	13.5	15.3	7.0	7.4	7.9	30.97	29.46	27.45
Hannah	-	Victory	680	47.0	27.0	9.86	26.8	76.3	126.4	47.0	61.9	76.9	9.86	7.50	6.03

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Bay Street between Victory Blvd. and Hylan Ave. LINK			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Victory	-	Hannah	706	22.0	4.8	21.88	11.3	11.8	11.9	22.0	22.2	22.2	21.88	21.73	21.70
Hannah	-	Swan	295	11.0	0.0	18.28	12.3	13.0	13.2	11.0	11.2	11.3	18.28	17.94	17.84
Swan	-	Clinton	1,258	35.0	5.8	24.50									
Clinton	-	Baltic	284	8.0	0.0	24.24									
Baltic	-	Wave	592	15.0	0.0	26.91	8.5	9.3	12.0	15.0	15.2	16.1	26.91	26.49	25.15
Wave	-	Sands	209	5.0	0.0	28.55									
Sands	-	Prospect	231	7.0	0.0	22.51	8.9	10.9	15.7	7.0	7.6	9.0	22.51	20.73	17.43
Prospect	-	Union	235	12.0	0.3	13.32									
Union	-	Water	248	8.0	1.8	21.15	0.0	0.0	0.0	8.0	8.0	8.0	21.15	21.15	21.15
Water	-	Canal	260	7.0	0.0	25.35	12.3	13.0	13.4	7.0	7.2	7.3	25.35	24.62	24.21
Canal	-	Thompson	266	6.0	0.0	30.24	0.0	0.0	0.0	6.0	6.0	6.0	30.24	30.24	30.24
Thompson	-	Broad	121	16.0	5.4	5.15	15.9	18.3	19.4	16.0	16.7	17.1	5.15	4.93	4.83
Broad	-	Vanderbilt	1,348	28.0	5.6	32.81	13.4	14.7	14.9	28.0	28.4	28.5	32.81	32.36	32.29
Vanderbilt	-	Norwood	289	6.0	0.0	32.85									
Norwood	-	Townsend	165	4.0	0.0	28.11									
Townsend	-	Greenfield	312	15.0	7.8	14.20									
Greenfield	-	Murray / Hubert	201	21.0	13.1	6.52	34.0	41.5	16.0	21.0	23.3	15.6	6.52	5.89	8.78
Murray / Hubert	-	Willow	607	16.0	0.0	25.87									
Willow	-	Lynhurst	361	10.0	0.6	24.61									
Lynhurst	-	Chestnut	274	7.0	0.0	26.73									
Chestnut	-	Sylvaton	380	10.0	0.6	25.90									
Sylvaton	-	Church	187	4.0	0.0	31.86									
Church	-	Virginia	249	8.0	0.0	21.20									
Virginia	-	Clifton	253	44.0	0.0	3.91									
Clifton	-	Hylan	362	17.0	15.0	14.52	24.1	26.6	28.7	17.0	17.8	18.4	14.52	13.91	13.43

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday AM

EASTBOUND Broad St. between Van Duzer St.and Bay St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	60.0	29.7	4.71									
Targee	-	Gordon	317.4	9.0	0.0	24.05									
Gordon	-	Cedar	716.5	20.0	0.0	24.43									
Cedar	-	Canal	274.7	40.0	15.7	4.68									
Canal	-	Quinn	287.2	9.0	0.0	21.76									
Quinn	-	Wright	359.6	10.0	0.0	24.52									
Wright	-	Brownell	414.5	11.0	0.0	25.69									
Brownell	-	Bay	224.2	50.0	29.8	3.06	33.5	35.6	36.8	50.0	50.6	51.0	3.06	3.02	3.00

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98									
Brownell	-	Wright	444.3	14.0	0.0	21.64									
Wright	-	Quinn	337.5	10.0	0.0	23.01									
Quinn	-	Canal	296.2	9.0	0.0	22.44									
Canal	-	Cedar	211.4	6.0	0.0	24.02									
Cedar	-	Gordon	760.5	35.0	0.0	14.81									
Gordon	-	Targee	320.7	41.0	37.8	5.33									
Targee	-	Van Duzer	414	16.0	11.3	17.64									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday MD

EASTBOUND Broad St. between Van Duzer St.and Bay St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	22.0	1.5	12.83									
Targee	-	Gordon	317.4	8.0	0.0	27.05									
Gordon	-	Cedar	716.5	22.0	0.7	22.21									
Cedar	-	Canal	274.7	10.0	0.3	18.73									
Canal	-	Quinn	287.2	8.0	0.0	24.48									
Quinn	-	Wright	359.6	9.0	0.0	27.24									
Wright	-	Brownell	414.5	11.0	0.0	25.69									
Brownell	-	Bay	224.2	43.0	14.0	3.55	22.3	23.4	24.5	43.0	43.3	43.7	3.55	3.53	3.50

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. L I N K			EXISTING SPEED DATA Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	13.0	0.5	11.76									
Brownell	-	Wright	444.3	11.0	0.0	27.54									
Wright	-	Quinn	337.5	10.0	0.0	23.01									
Quinn	-	Canal	296.2	17.0	2.0	11.88									
Canal	-	Cedar	211.4	11.0	0.0	13.10									
Cedar	-	Gordon	760.5	29.0	2.0	17.88									
Gordon	-	Targee	320.7	12.0	0.0	18.22									
Targee	-	Van Duzer	414	40.0	16.5	7.06									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
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2.27.06

Weekday PM

EASTBOUND Broad St. between Van Duzer St.and Bay St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Van Duzer	-	Targee	414.1	68.0	28.7	4.15									
Targee	-	Gordon	317.4	9.0	0.0	24.05									
Gordon	-	Cedar	716.5	20.0	0.0	24.43									
Cedar	-	Canal	274.7	6.0	0.0	31.22									
Canal	-	Quinn	287.2	8.0	0.0	24.48									
Quinn	-	Wright	359.6	12.0	2.7	20.43									
Wright	-	Brownell	414.5	18.0	0.0	15.70									
Brownell	-	Bay	224.2	17.0	10.3	8.99	31.9	32.9	34.4	17.0	17.3	17.8	8.99	8.84	8.61

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Broad St. between Bay St. and Van Duzer St. LINK			EXISTING SPEED DATA Link Length (ft)	Average RUN Time (1) (sec)	Average Stopped Delay (2) (sec)	Average RUN Speed (3) (mph)	ESTIMATED STOPPED DELAYS (4) Existing	No Build 2015	Build 2015	ESTIMATED RUN TIMES (sec) Existing (5)	No Build 2015	Build 2015	EXISTING AND FUTURE RUN SPEEDS Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Bay	-	Brownell	224.2	9.0	0.0	16.98									
Brownell	-	Wright	444.3	13.0	0.0	23.30									
Wright	-	Quinn	337.5	13.0	0.0	17.70									
Quinn	-	Canal	296.2	21.0	7.3	9.62									
Canal	-	Cedar	211.4	13.0	0.0	11.09									
Cedar	-	Gordon	760.5	25.0	9.7	20.74									
Gordon	-	Targee	320.7	55.0	40.7	3.98									
Targee	-	Van Duzer	414	32.0	11.5	8.82									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
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Weekday AM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	12.0	0.0	21.13									
Jackson	-	Van Duzer	302.7	30.0	9.2	6.88									
Van Duzer	-	Union	767.3	24.0	0.0	21.80									
Union	-	Bay	449.1	50.0	67.2	6.12									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	31.0	10.7	10.71	22.4	40.5	151.1	31.0	36.4	69.6	10.71	9.12	4.77
Bay	-	Union	449.1	21.0	0.0	14.58									
Union	-	Van Duzer	764.9	48.0	28.8	10.87									
Van Duzer	-	Jackson	377.9	13.0	0.0	19.82									
Jackson	-	St. Pauls	372	13.0	8.8	19.51									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday MD

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	14.0	0.0	18.11									
Jackson	-	Van Duzer	302.7	34.0	18.2	6.07									
Van Duzer	-	Union	767.3	22.0	0.0	23.78									
Union	-	Bay	449.1	43.0	3.6	7.12									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	64.0	46.0	5.19	21.2	65.5	641.7	64.0	77.3	250.2	5.19	4.30	1.33
Bay	-	Union	449.1	18.0	0.0	17.01									
Union	-	Van Duzer	764.9	24.0	0.0	21.73									
Van Duzer	-	Jackson	377.9	12.0	0.0	21.47									
Jackson	-	St. Pauls	372	40.0	33.8	6.34									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday PM

EASTBOUND Water/Beach between St. Pauls and Bay			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
St. Pauls	-	Jackson	371.9	21.0	0.0	12.07									
Jackson	-	Van Duzer	302.7	28.0	22.0	7.37									
Van Duzer	-	Union	767.3	26.0	0.0	20.12									
Union	-	Bay	449.1	11.0	0.0	27.84									

(These 3 columns are direct inputs from speed input spreadsheet)

WESTBOUND Water/Beach between Front and St. Pauls			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Front	-	Bay	487.1	69.0	45.2	4.81	26.1	146.4	999.0	69.0	105.1	360.9	4.81	3.16	0.92
Bay	-	Union	449.1	19.0	0.0	16.12									
Union	-	Van Duzer	764.9	55.0	22.2	9.48									
Van Duzer	-	Jackson	377.9	15.0	0.8	17.18									
Jackson	-	St. Pauls	372	36.0	14.5	7.05									

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
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(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday AM

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	20.0	0.0	13.79									
Wave	-	Hannah	2547	58.0	0.0	29.94	14.3	19.5	16.8	58.0	59.6	58.8	29.94	29.16	29.56

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	64.0	0.0	27.14									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	6.0	0.0	33.93									
Thompson	-	Edgewater	2,458	65.0	5.3	25.78	51.3	84.0	40.5	65.0	74.8	61.8	25.78	22.40	27.14

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday MD

NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	52.0	0.0	32.23									
Thompson	-	Canal	225.7	6.0	0.0	25.65									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	8.0	0.0	34.48									
Wave	-	Hannah	2547	66.0	0.0	26.31	12.4	15.3	18.4	66.0	66.9	67.8	26.31	25.97	25.61

(These 3 columns are direct inputs from speed input spreadsheet)

SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	58.0	0.0	29.94									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	16.0	0.0	12.72									
Thompson	-	Edgewater	2,458	56.0	12.3	29.93	37.1	47.5	25.8	56.0	59.1	52.6	29.93	28.35	31.86

(These 3 columns are directly input from speed input spreadsheet)

(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"

ENG-WONG, TAUB & ASSOCIATES
NEW STAPLETON REDEVELPMENT EIS - FUTURE SPEED ESTIMATION
FILE NAME: **Stapleton Future Speed Runs**
2.27.06

Weekday PM

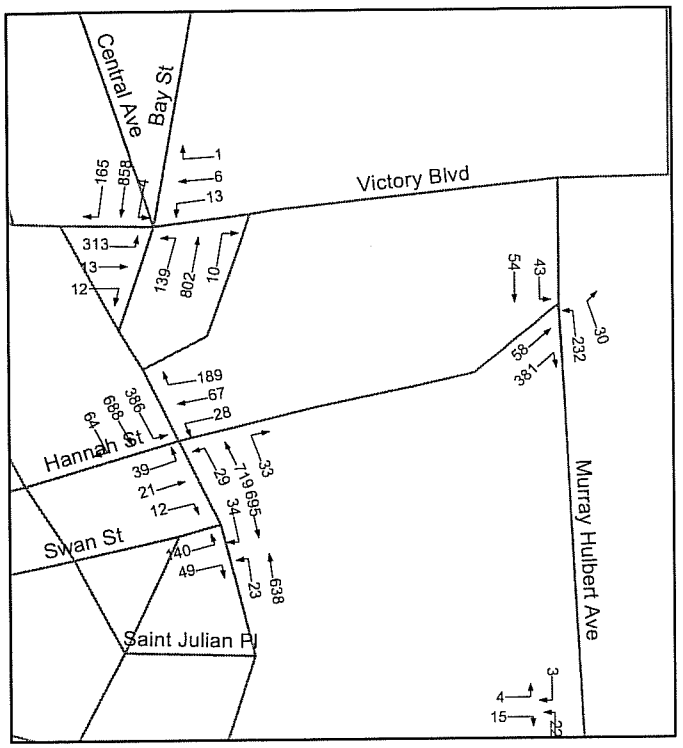
NORTHBOUND Front between Edgewater and Hannah			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Edgewater	-	Thompson	2458.3	48.0	0.0	34.92									
Thompson	-	Canal	225.7	5.0	0.0	30.78									
Canal	-	Union	173.3	4.0	0.0	29.54									
Water	-	Prospect	512.4	10.0	0.0	34.94									
Prospect	-	Wave	404.6	7.0	0.0	39.41									
Wave	-	Hannah	2547	66.0	23.5	26.31	14.6	24.0	23.9	66.0	68.8	68.8	26.31	25.23	25.24

(These 3 columns are direct inputs from speed input spreadsheet)

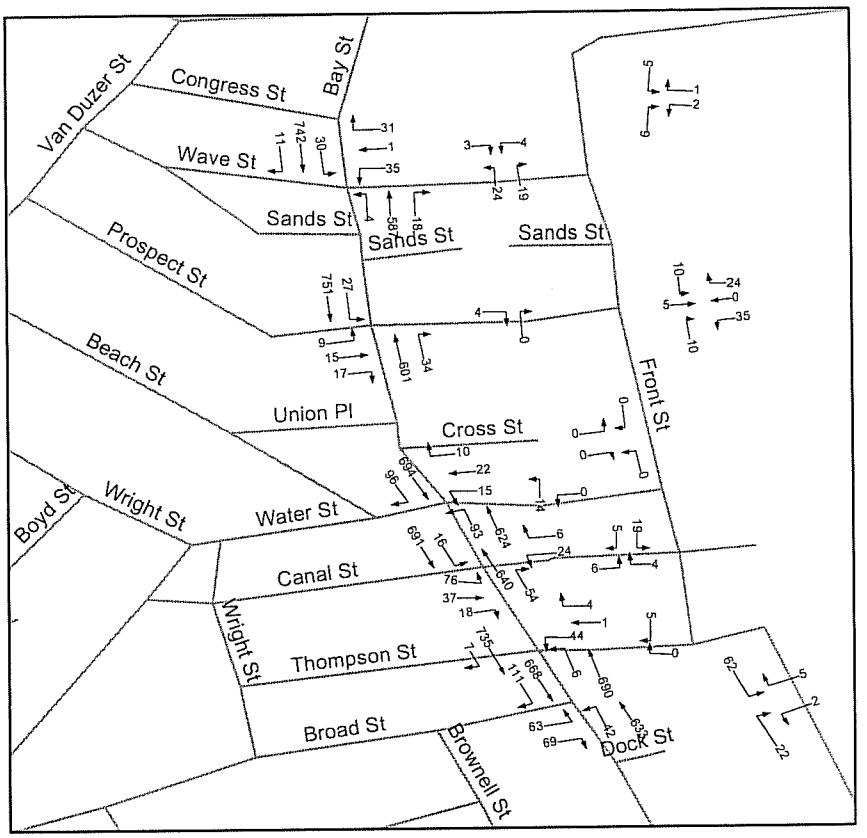
SOUTHBOUND Front between Hannah and Edgewater			EXISTING SPEED DATA				ESTIMATED STOPPED DELAYS (4)			ESTIMATED RUN TIMES (sec)			EXISTING AND FUTURE RUN SPEEDS		
LINK			Link Length (ft)	Average *RUN* Time (1) (sec)	Average Stopped Delay (2) (sec)	Average *RUN* Speed (3) (mph)	Existing	No Build 2015	Build 2015	Existing (5)	No Build 2015	Build 2015	Existing (mph)	No Build 2015 (mph)	Build 2015 (mph)
Hannah	-	Wave	2547.2	52.0	0.0	33.40									
Wave	-	Prospect	420.6	8.0	0.0	35.85									
Prospect	-	Water	555.7	11.0	0.0	34.44									
Water	-	Canal	149.6	4.0	0.0	25.50									
Canal	-	Thompson	298.6	14.0	0.0	14.54									
Thompson	-	Edgewater	2,458	77.0	0.0	21.77	57.5	89.5	42.5	77.0	86.6	72.5	21.77	19.35	23.12

(These 3 columns are directly input from speed input spreadsheet)

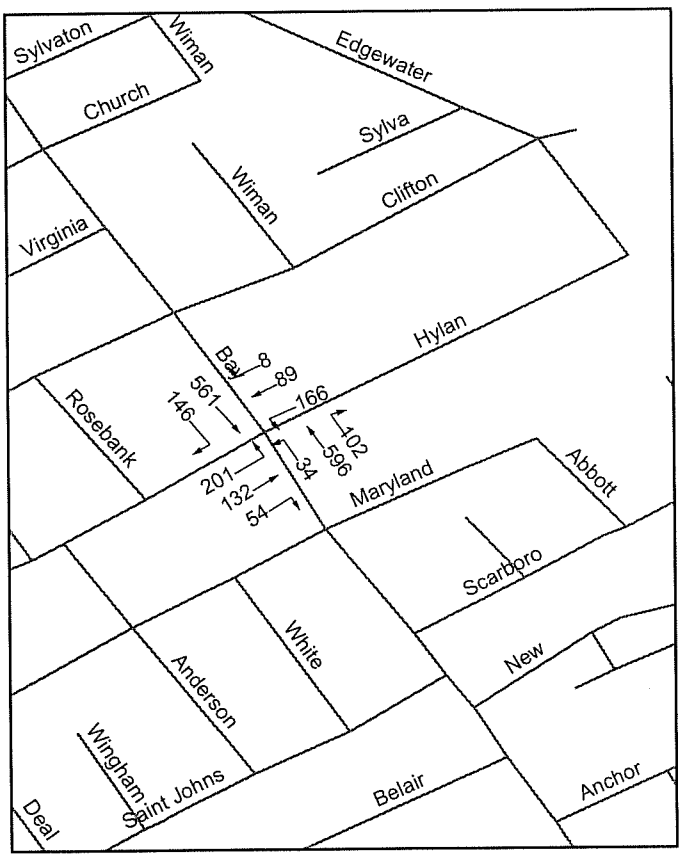
(1) Time to travel from one signalized intersection to another without traffic signal stoppages included
(2) Delays (stoppages) due to traffic signals
(3) Without traffic signal delays included
(4) Direct input from HCS files; these are average stopped delays
(5) From column titled "Average Run Time"
(6) Difference of (future scenario - existing delay)*(0.3)
(6.8) Mitigation not required ***bold italicize***



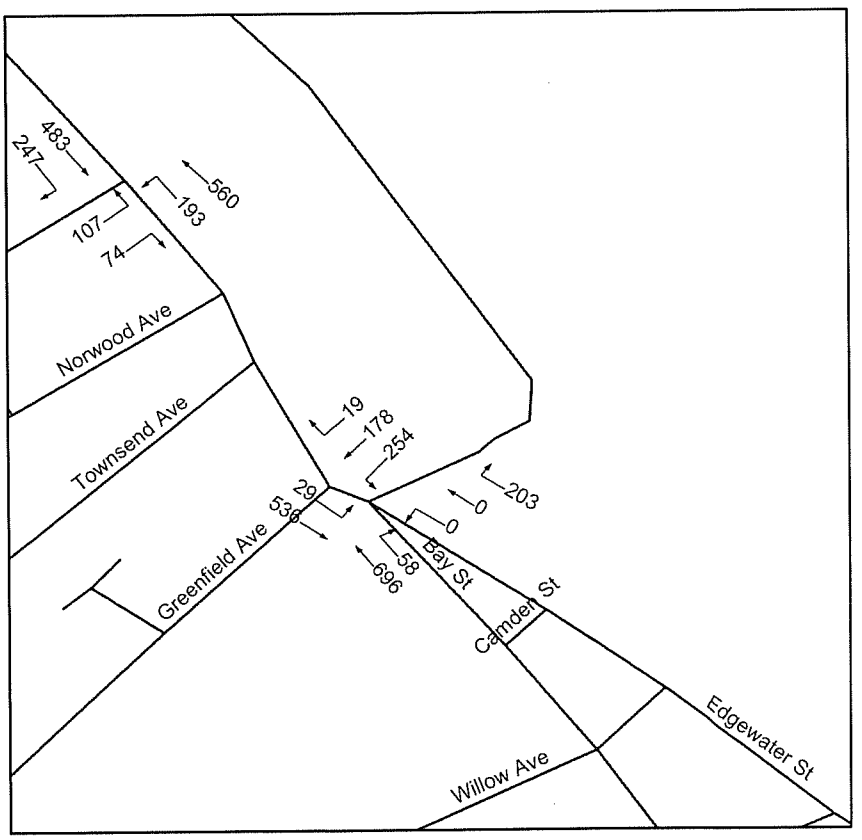
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard

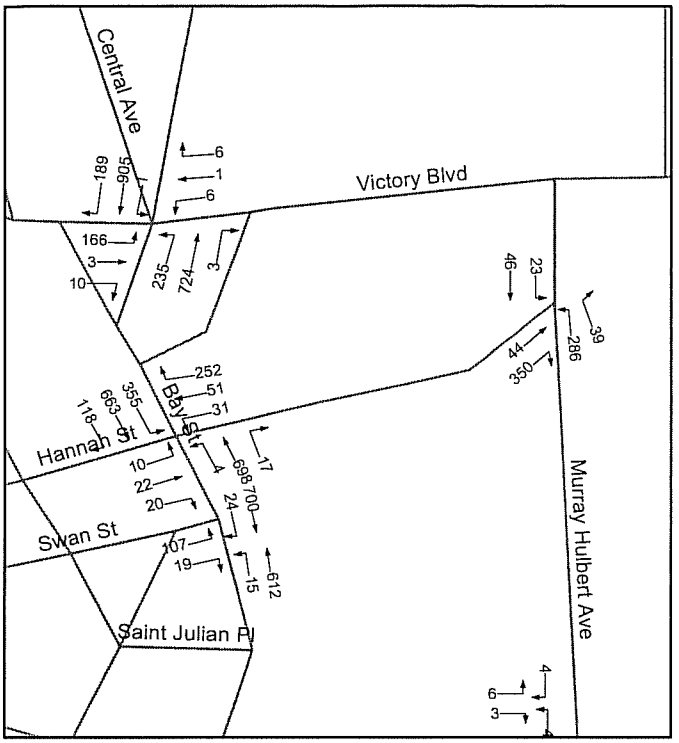


South Bay Street and Edgewater Street

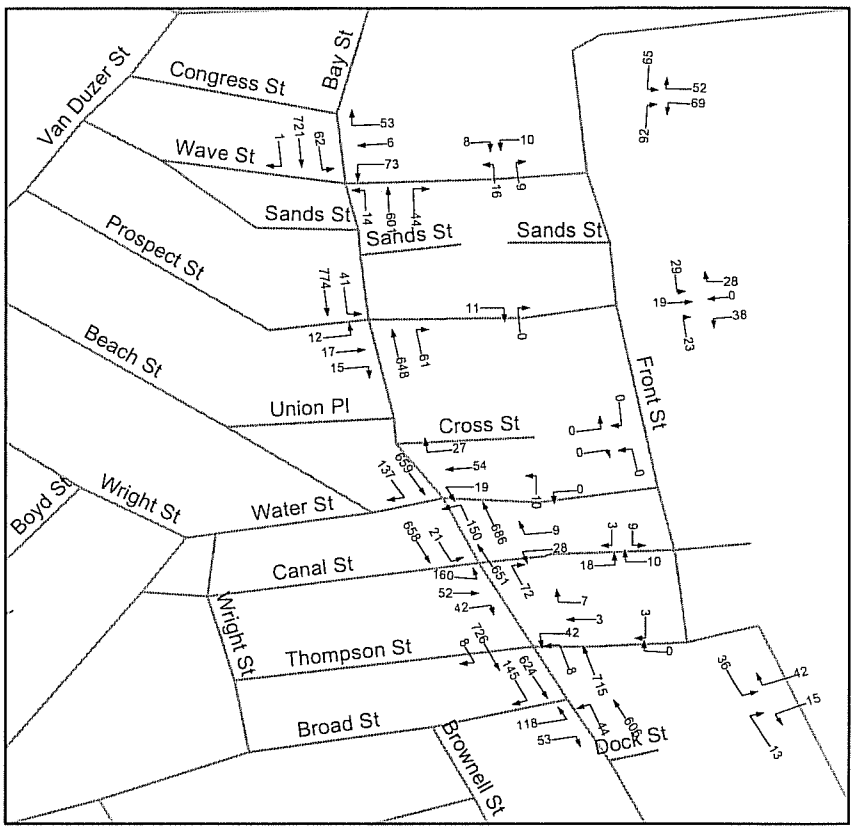
Eng-Wong, Taub & Associates

Traffic and Transportation Consultants

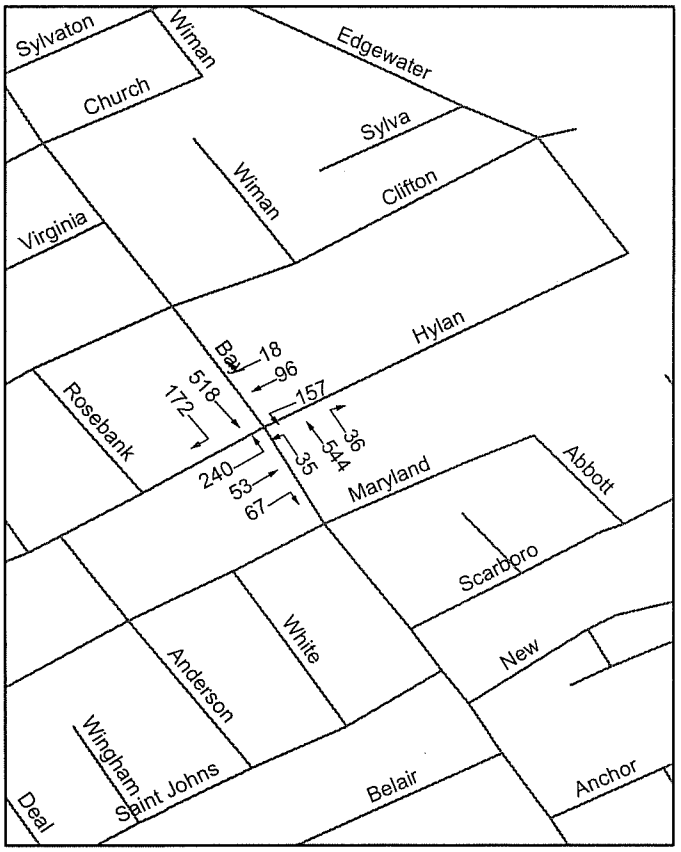
Figure X-1
Stapleton Build AM ALT-A Volumes



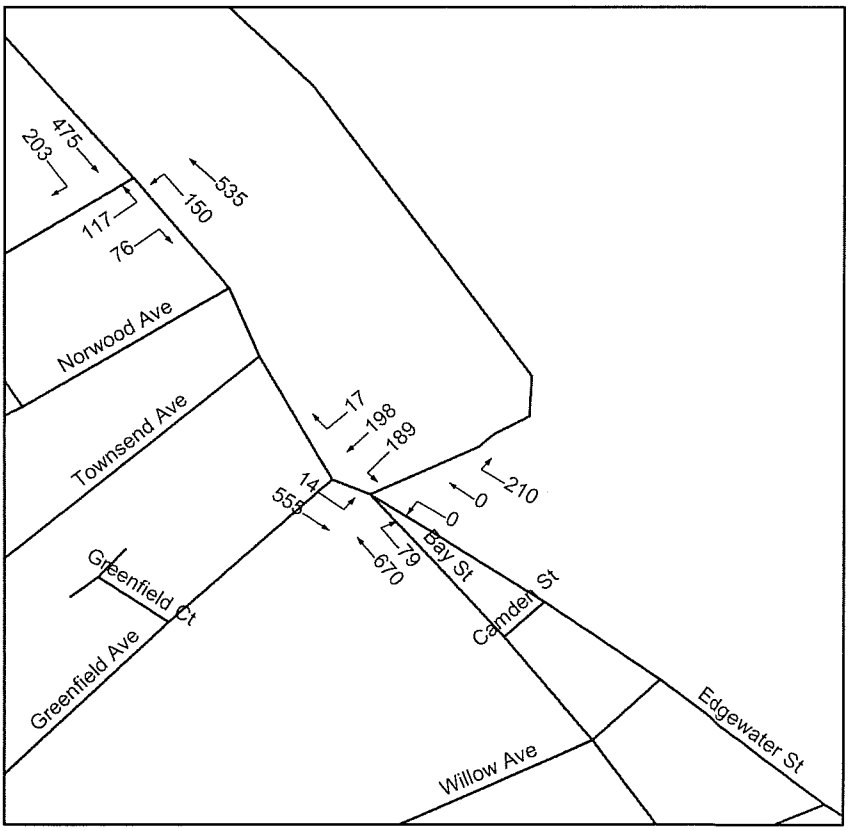
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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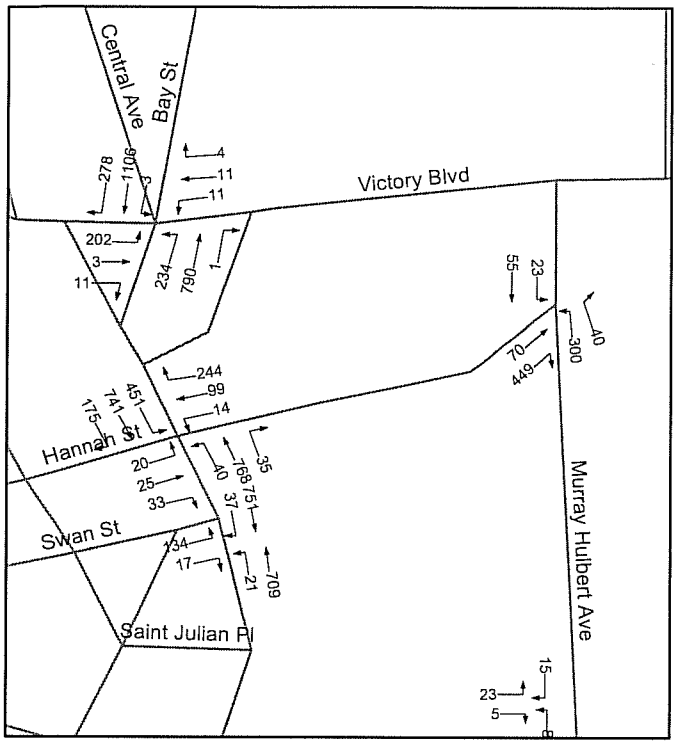
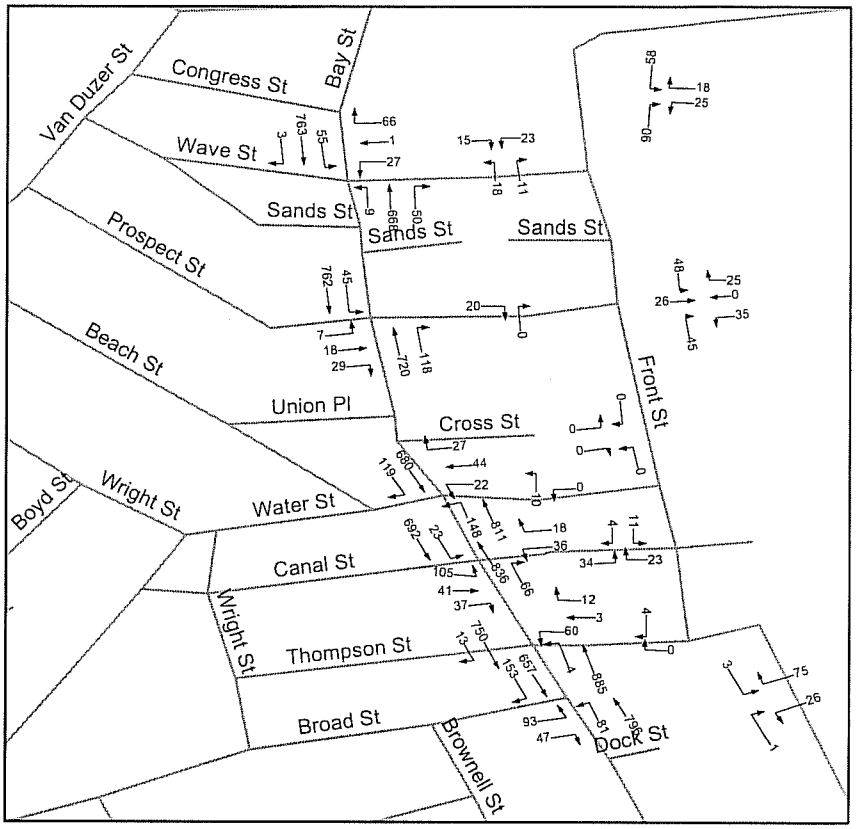
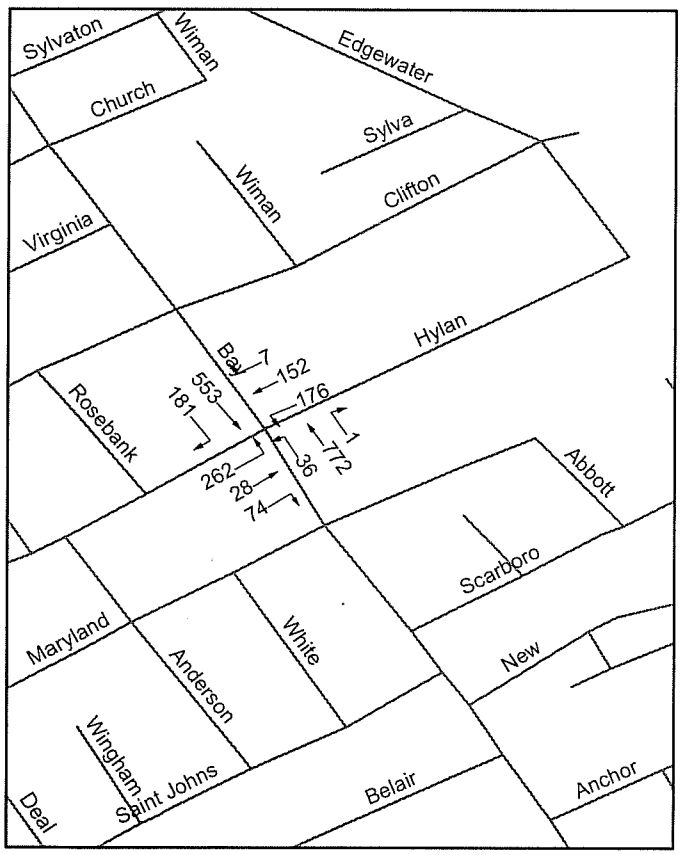
Figure X-2
Stapleton Build MD ALT-A Volumes



Victory Boulevard



North Bay Street & Front Street



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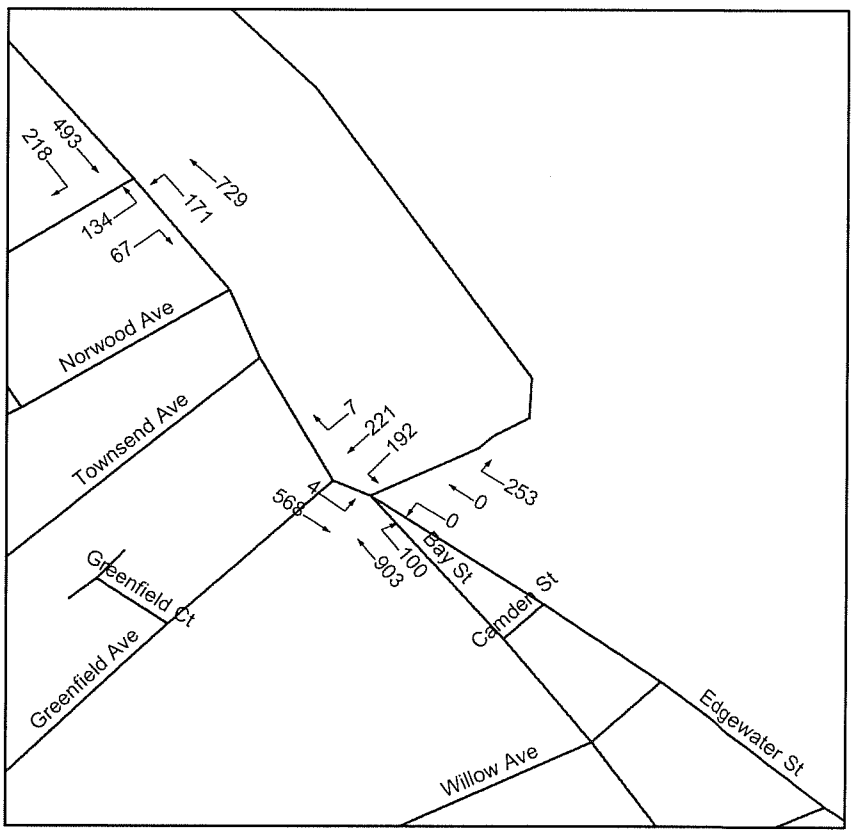

South Bay Street and Edgewater Street

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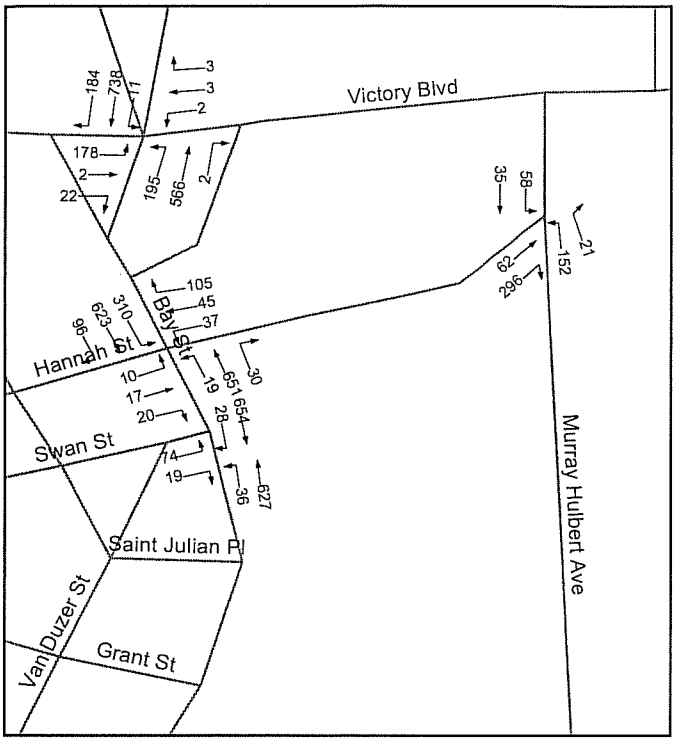
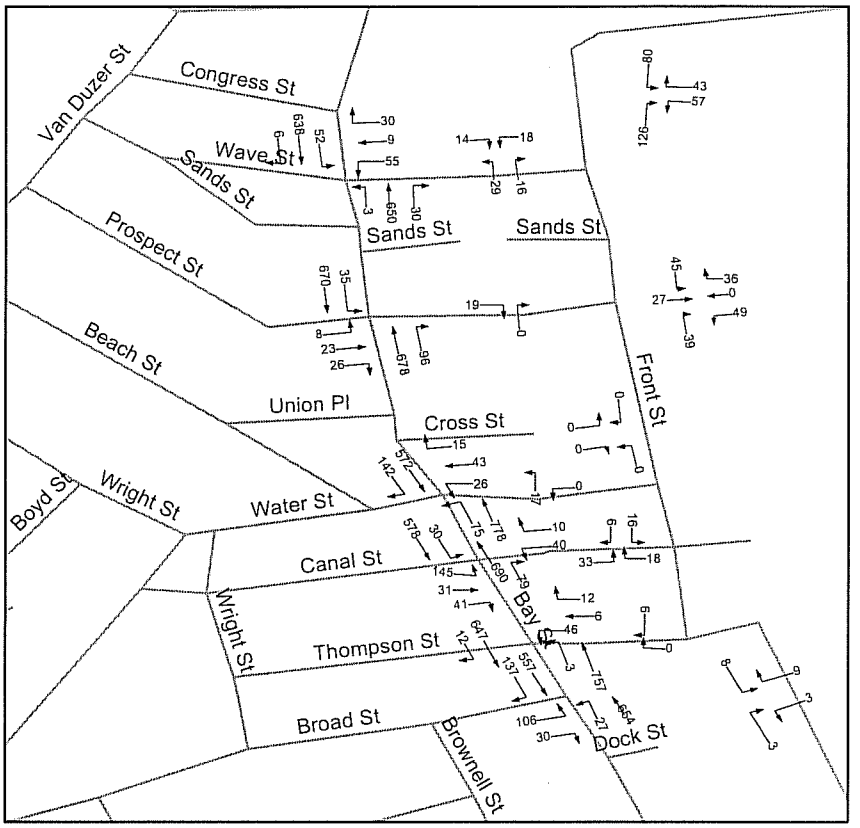
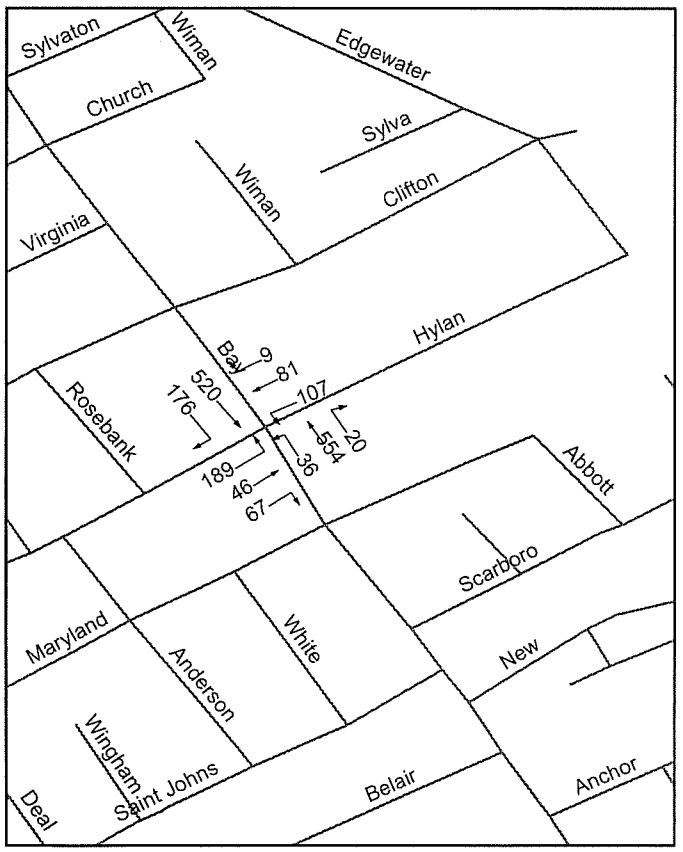
Figure X-3
Stapleton Build PM ALT-A Volumes



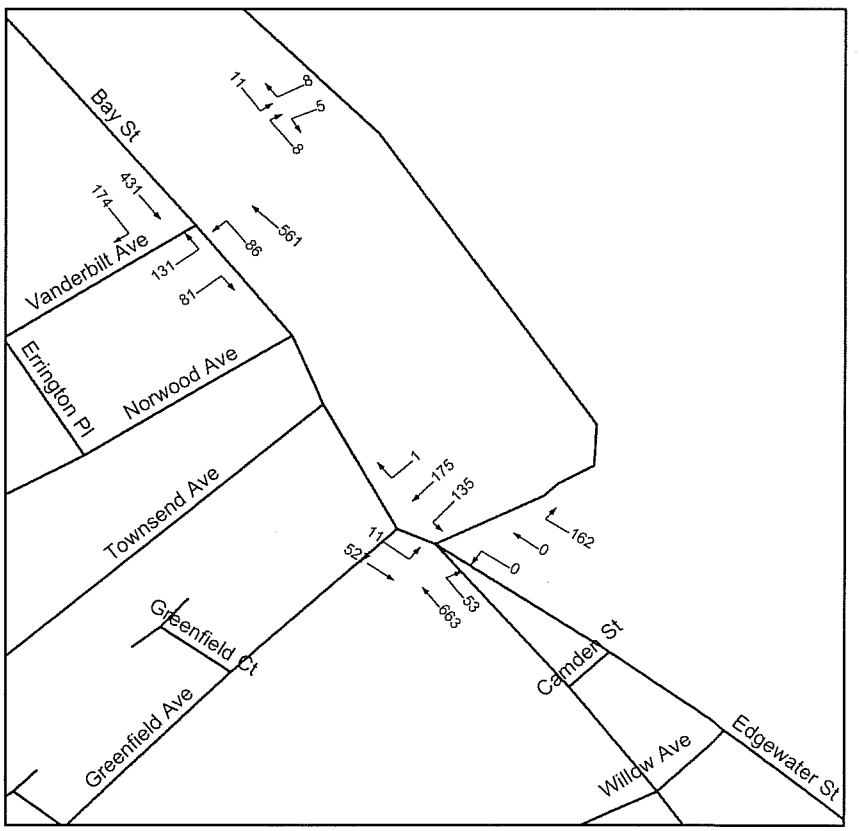
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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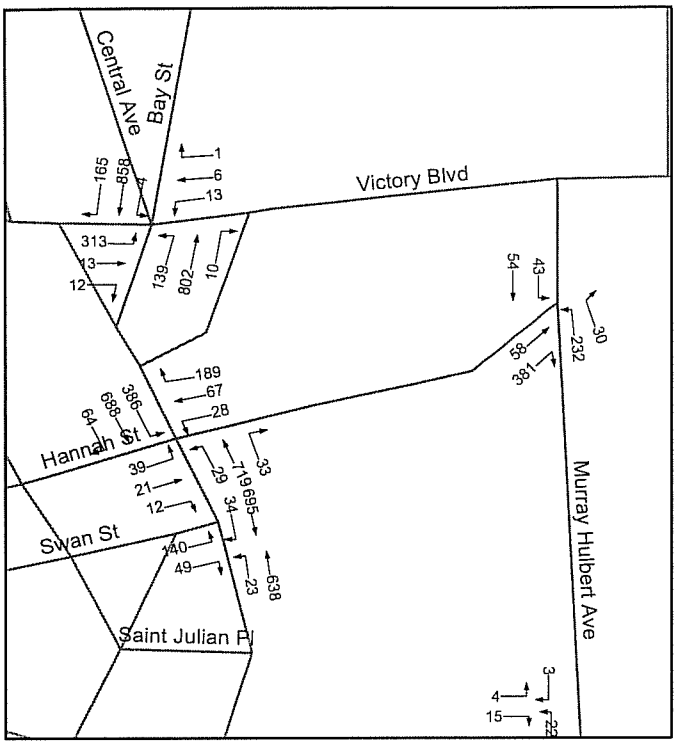
Figure X-3
Stapleton Build SAT MD Volumes



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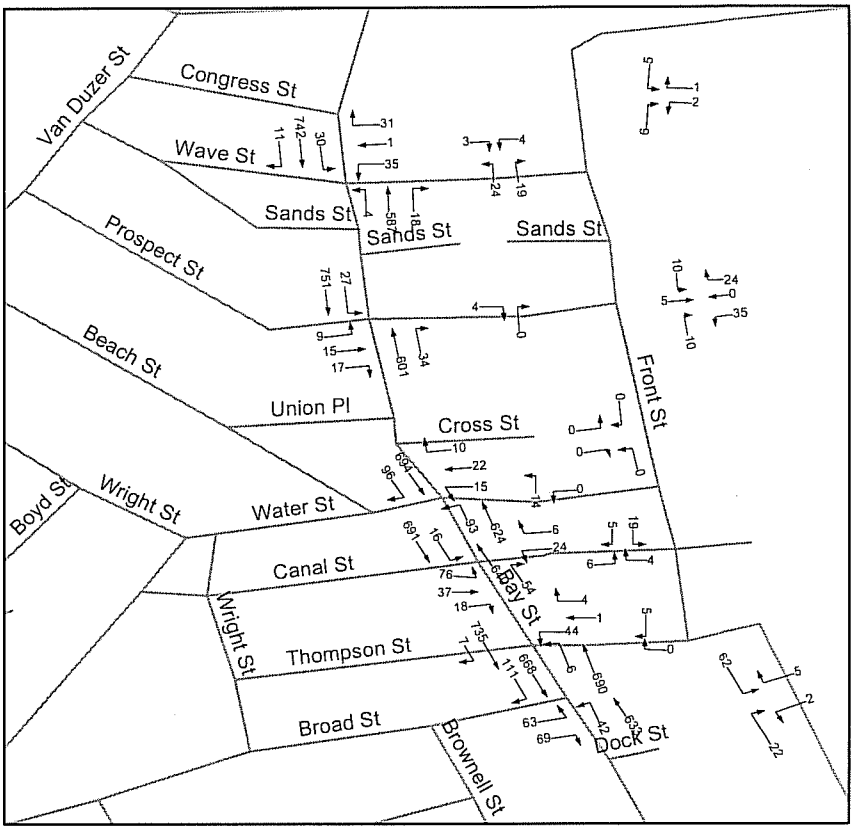
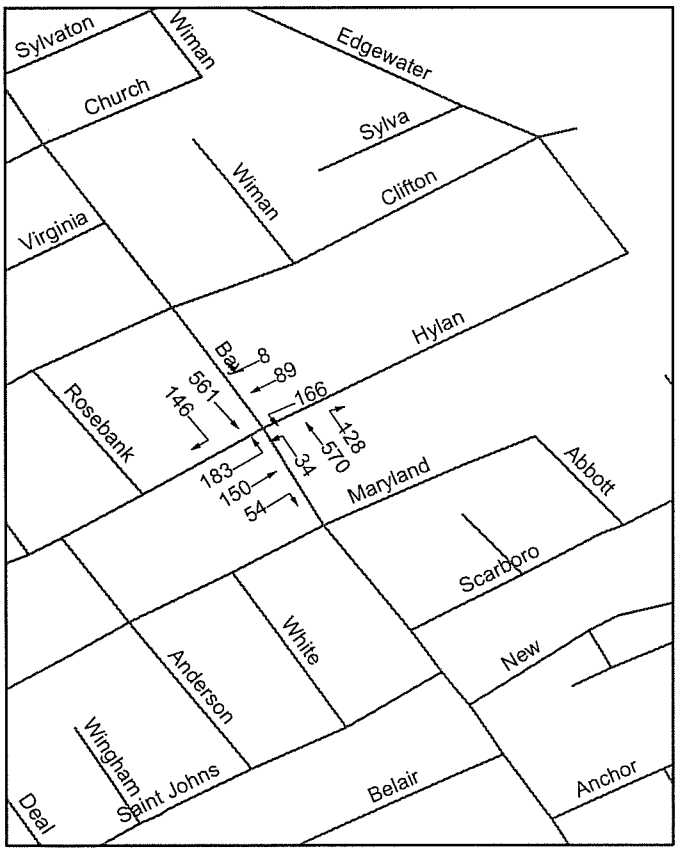
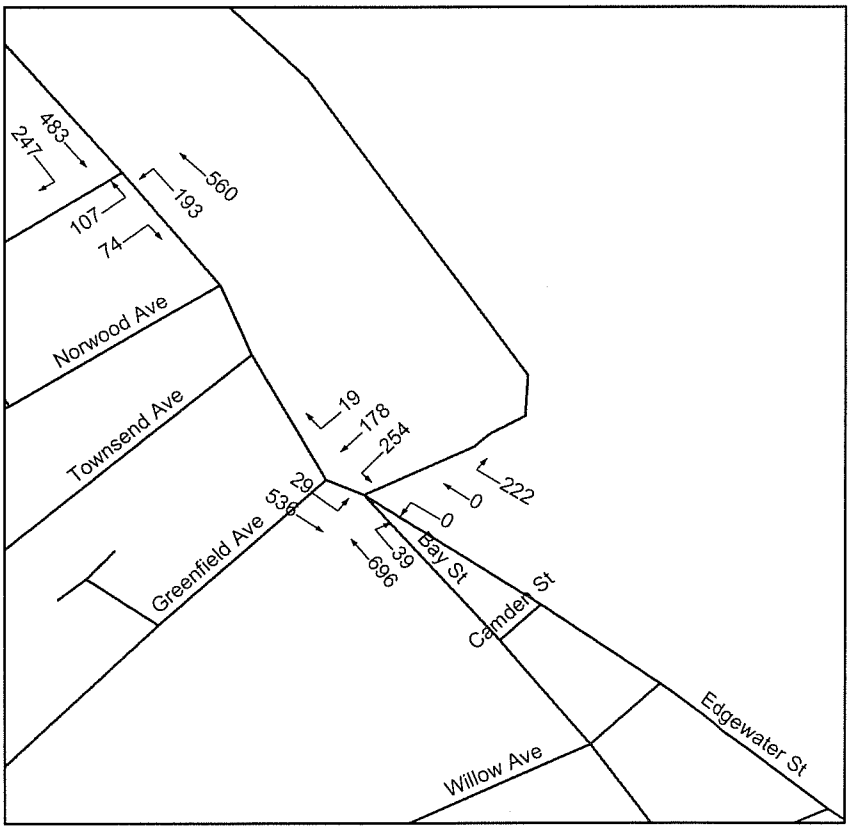


North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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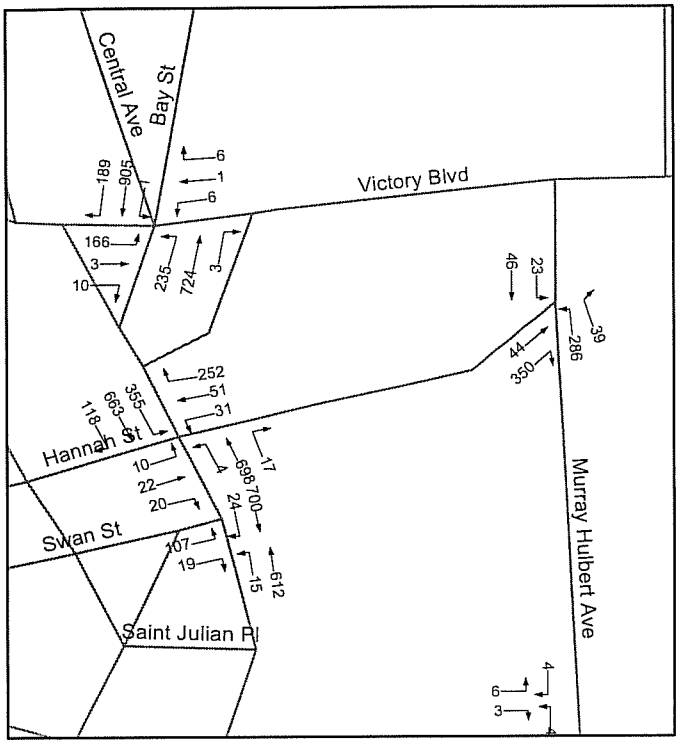
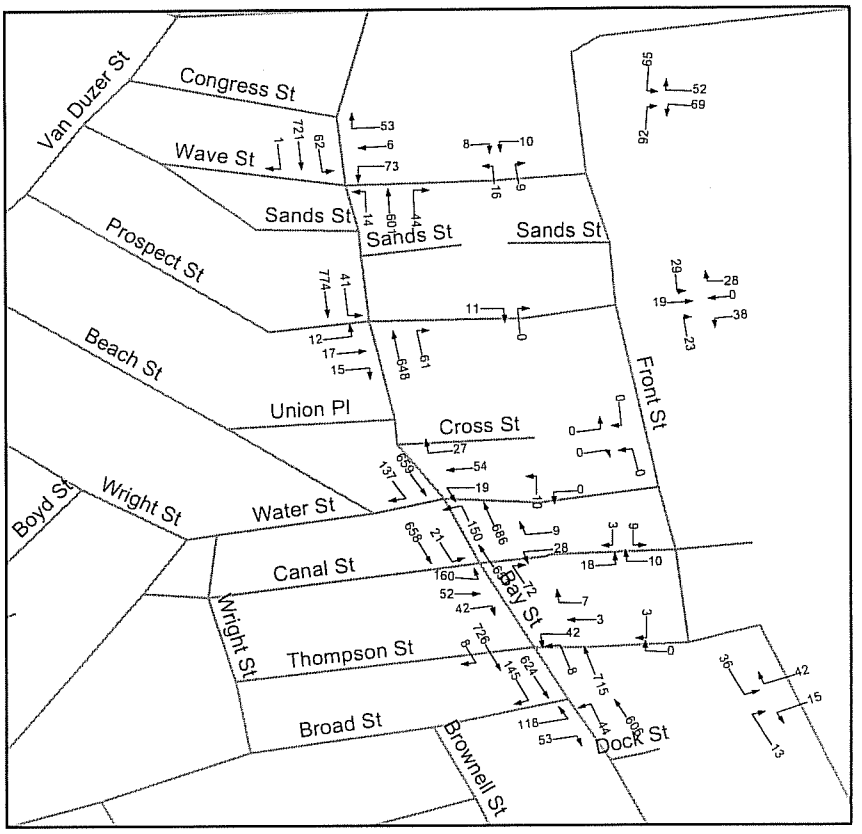
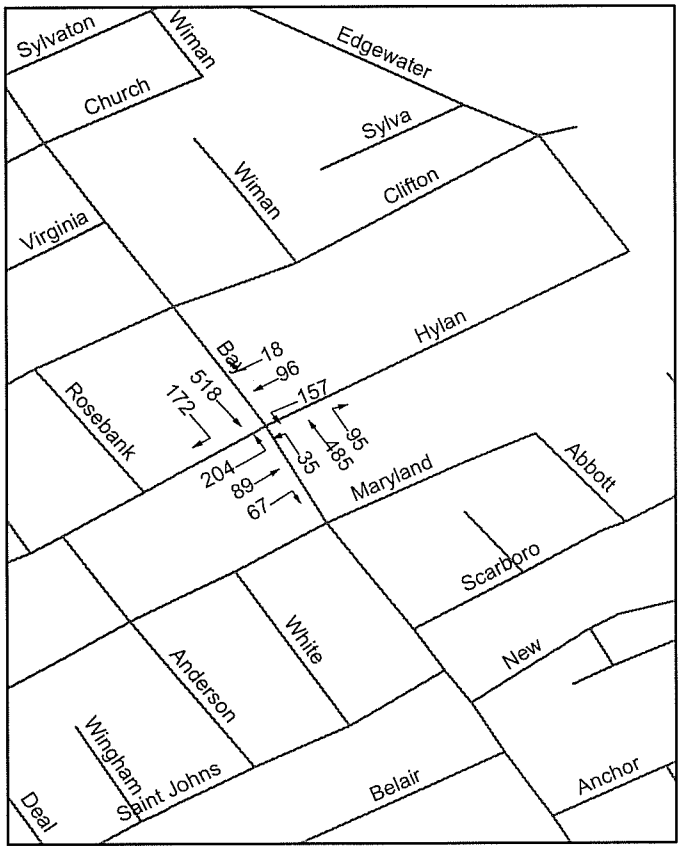
Figure X-1
Stapleton Build AM ALT-A Volumes



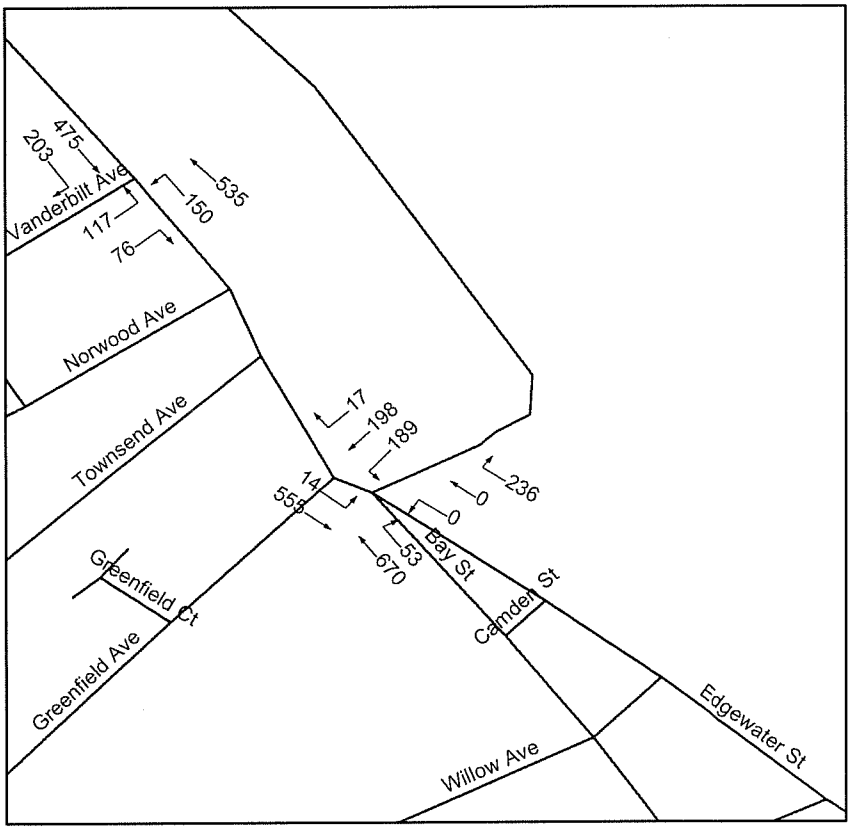
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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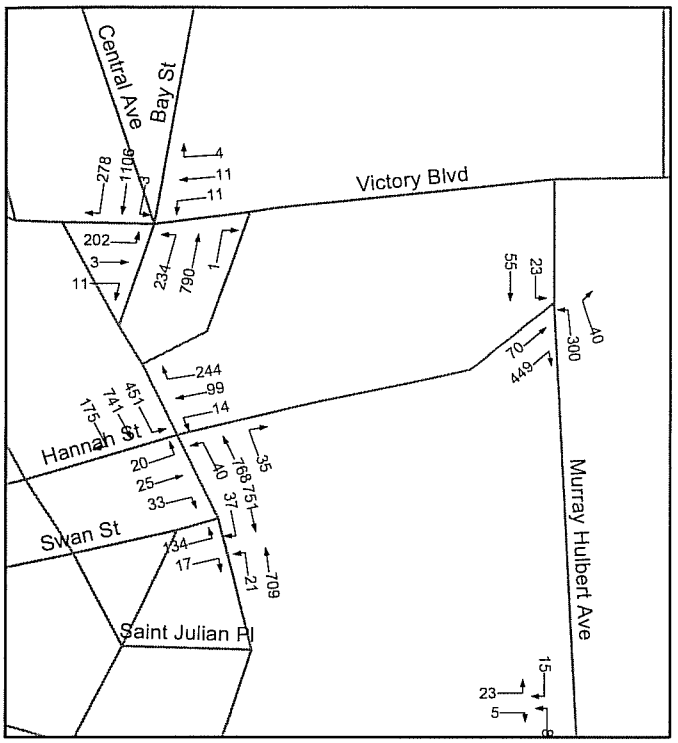
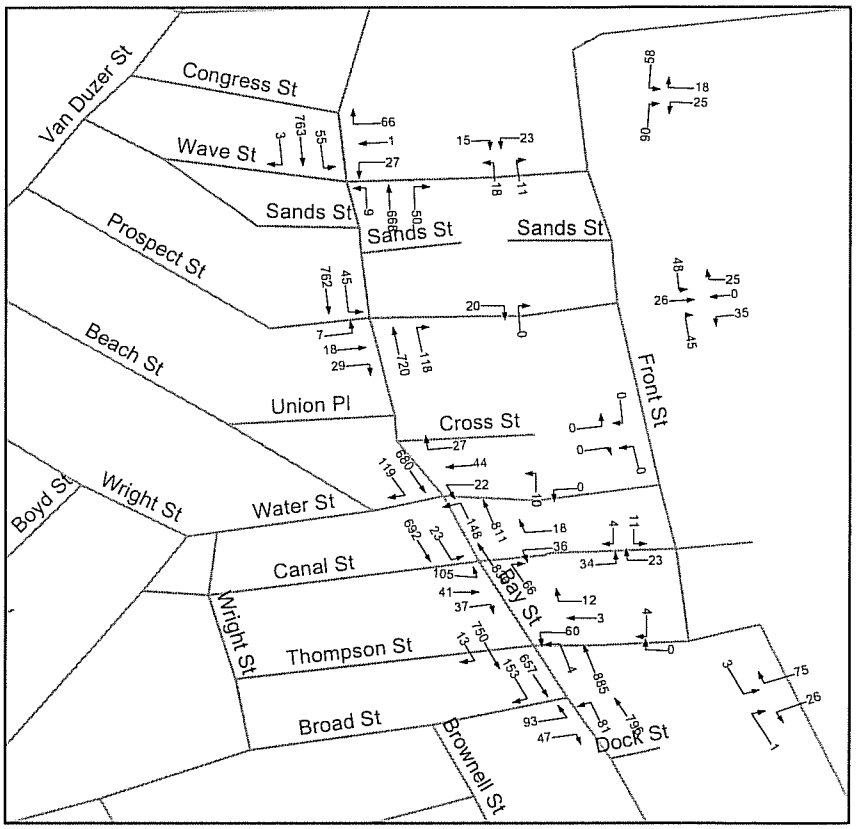
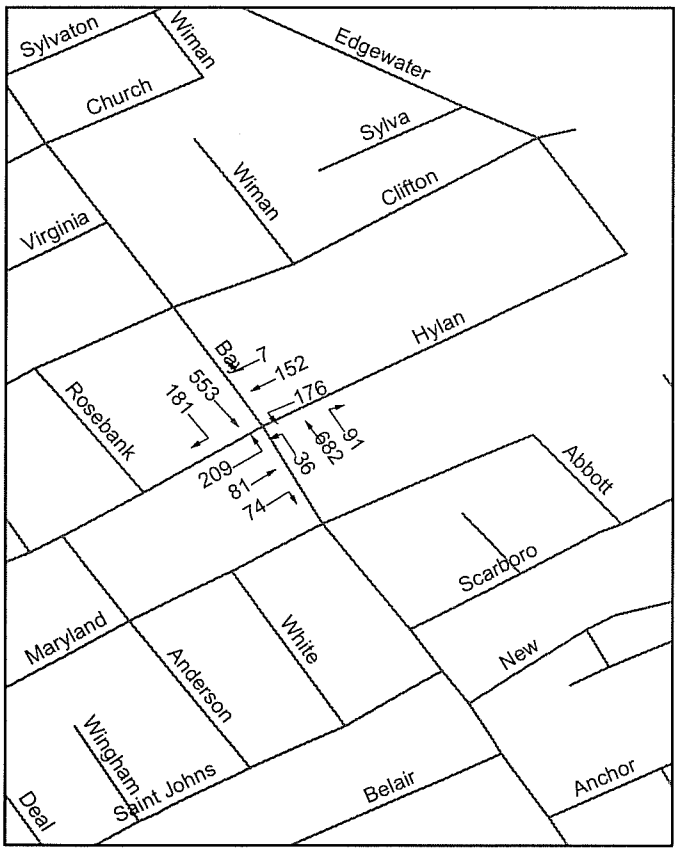
Figure X-2
Stapleton Build MD ALT-A Volumes



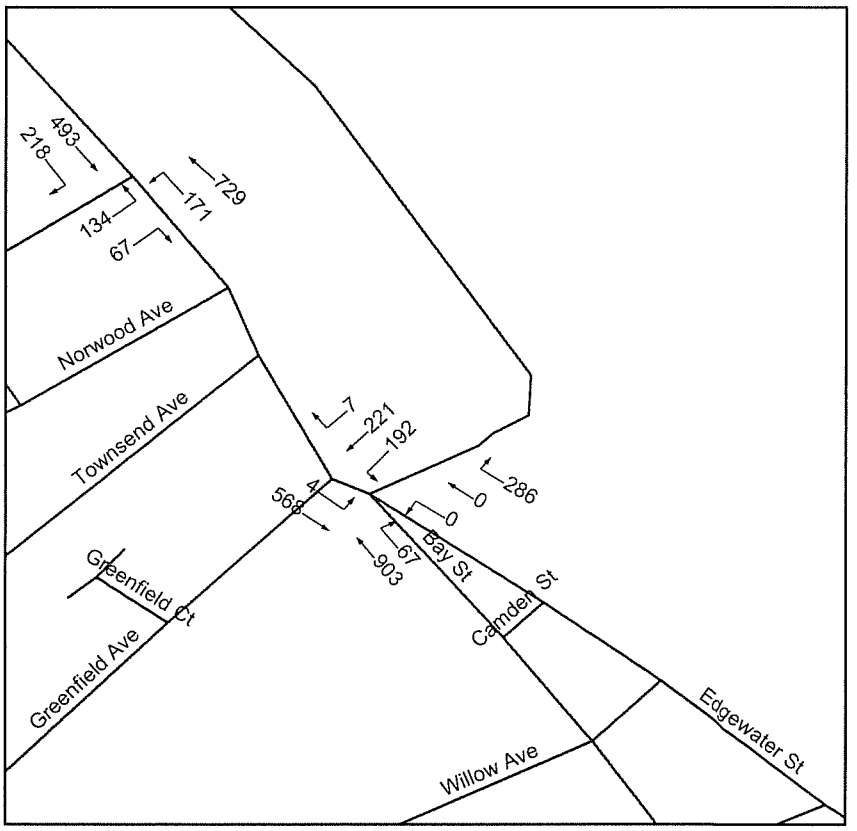
Victory Boulevard



North Bay Street & Front Street



Hylan Boulevard



South Bay Street and Edgewater Street

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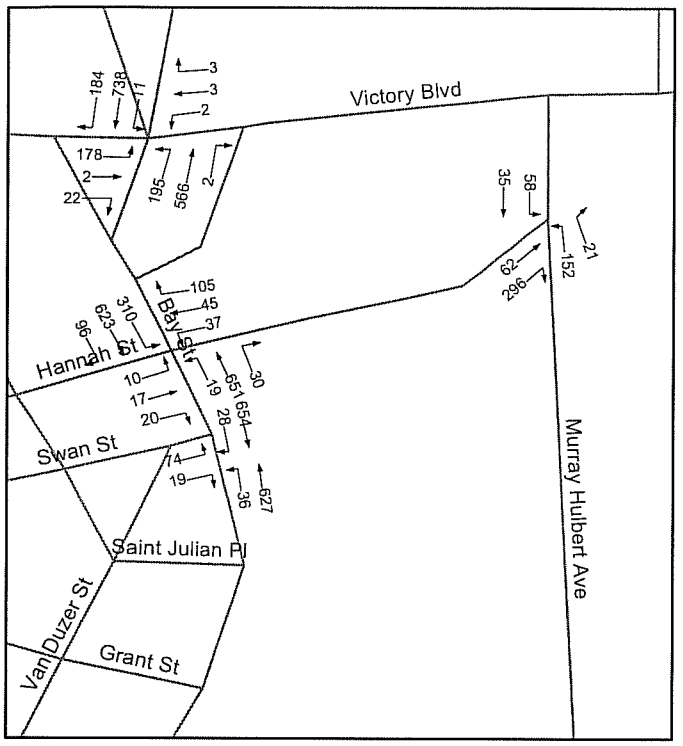
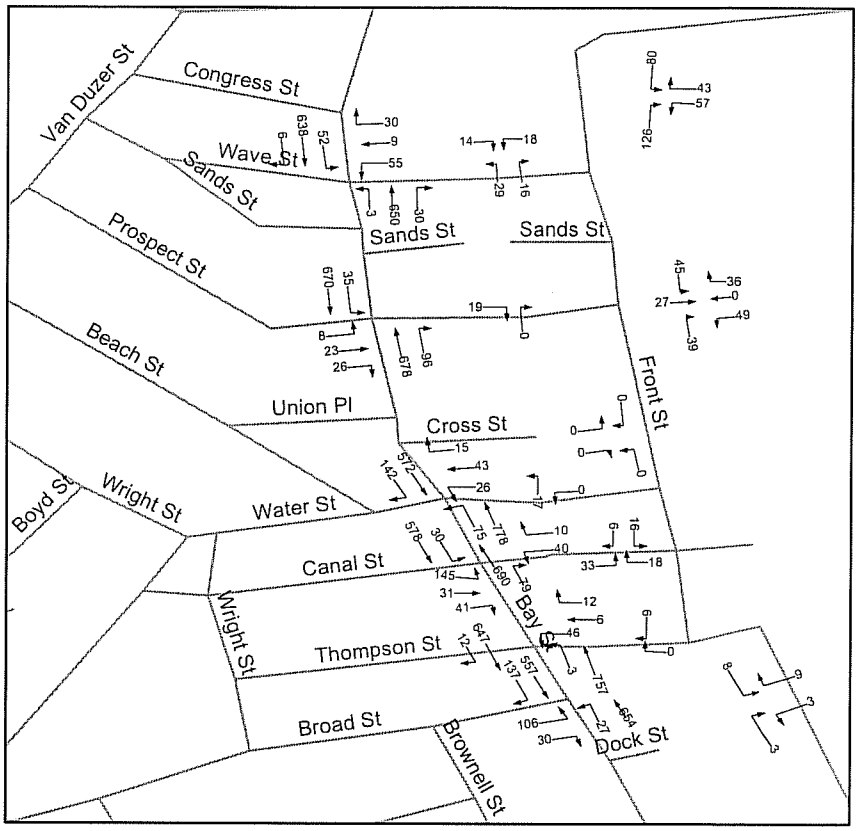
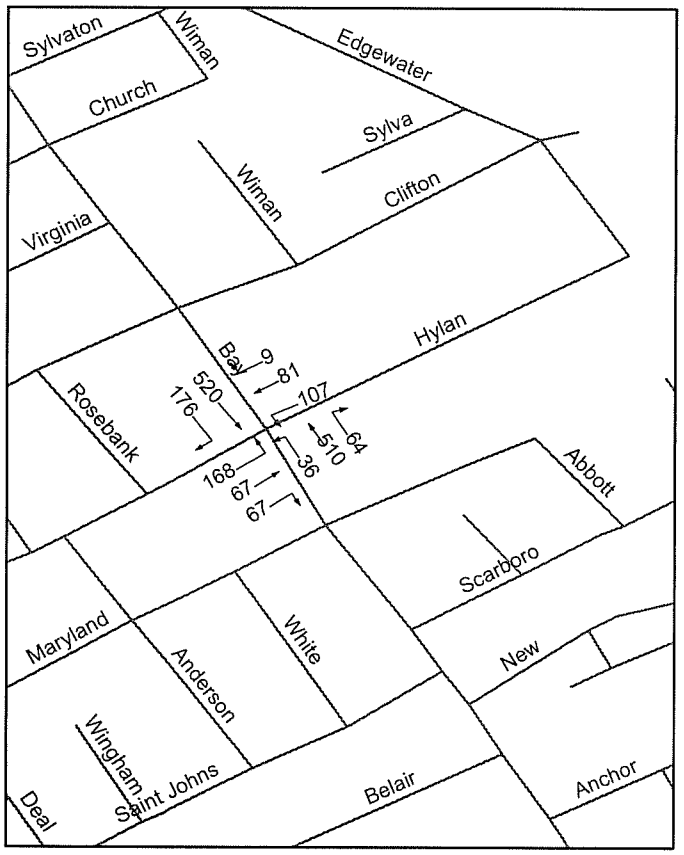
Figure X-3
Stapleton Build PM ALT-A Volumes



Victory Boulevard



North Bay Street & Front Street



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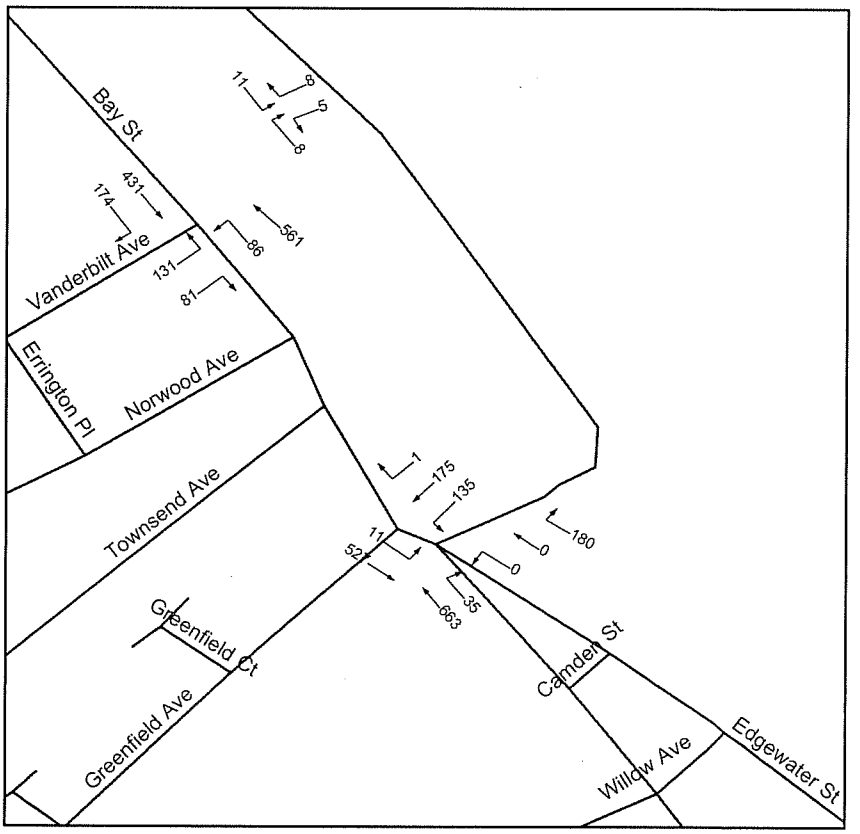

South Bay Street and Edgewater Street

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Figure X-3
Stapleton Build SAT MD Volumes

Site ID	Existing		No-Build			Build			CEQR Criteria Threshold L_{eq} (dBA)	CEQR Adverse Impact
	AM Peak (8:00-9:00 am)		Percent Increase over Existing	Increase over Existing (dBA)	AM Peak (8:00-9:00 am)	Percent Increase over No-Build	Increase in No- Build (dBA)	AM Peak (8:00-9:00 am)		
1	Leq	71.3	27.3%	1.0	72.3	13.5%	0.6	72.9	3 dBA Increase	NO
	L10	73.9	27.3%	1.0	74.9	13.5%	0.6	75.5		
2	Leq	72.1	25.4%	1.0	73.1	13.7%	0.6	73.6	3 dBA Increase	NO
	L10	74.9	25.4%	1.0	75.9	13.7%	0.6	76.4		
3	Leq	69.8	27.2%	1.0	70.8	2.2%	0.1	70.9	3 dBA Increase	NO
	L10	72.5	27.2%	1.0	73.5	2.2%	0.1	73.6		
4	Leq	69.0	18.8%	0.7	69.7	13.4%	0.5	70.3	3 dBA Increase	NO
	L10	71.0	18.8%	0.7	71.7	13.4%	0.5	72.3		
5	Leq	66.7	27.6%	1.1	67.8	1.4%	0.1	67.8	3 dBA Increase	NO
	L10	70.5	27.6%	1.1	71.6	1.4%	0.1	71.6		
6	Leq	74.8	18.9%	0.8	75.6	13.6%	0.6	76.1	3 dBA Increase	NO
	L10	77.0	18.9%	0.8	77.8	13.6%	0.6	78.3		

Site ID	Existing		No-Build			Build			CEQR Criteria Threshold L_{eq} (dBA)	CEQR Adverse Impact
	MD Peak (12:30-1:30 pm)		Percent Increase over Existing	Increase over Existing (dBA)	MD Peak (12:30-1:30 pm)	Percent Increase over No-Build	Increase over No-Build (dBA)	MD Peak (12:30-1:30 pm)		
1	Leq	68.3	29.6%	1.1	69.4	11.0%	0.5	69.9	3 dBA Increase	NO
	L10	72.2	29.6%	1.1	73.3	11.0%	0.5	73.8		
2	Leq	71.9	27.4%	1.1	73.0	15.6%	0.6	73.6	3 dBA Increase	NO
	L10	75.1	27.4%	1.1	76.2	15.6%	0.6	76.8		
3	Leq	72.6	25.5%	1.0	73.6	21.6%	0.9	74.4	3 dBA Increase	NO
	L10	73.8	25.5%	1.0	74.8	21.6%	0.9	75.6		
4	Leq	69.2	20.7%	0.8	70.0	10.8%	0.4	70.5	3 dBA Increase	NO
	L10	71.0	20.7%	0.8	71.8	10.8%	0.4	72.3		
5	Leq	65.2	30.0%	1.1	66.3	31.5%	1.2	67.5	3 dBA Increase	NO
	L10	69.5	30.0%	1.1	70.6	31.5%	1.2	71.8		
6	Leq	68.6	24.1%	0.9	69.5	14.2%	0.6	70.1	3 dBA Increase	NO
	L10	72.0	24.1%	0.9	72.9	14.2%	0.6	73.5		

Site ID	Existing		No-Build			Build			CEQR Criteria Threshold L_{eq} (dBA)	CEQR Adverse Impact
	PM Peak (4:30-5:30 pm)		Percent Increase over Existing	Increase over Existing (dBA)	PM Peak (4:30-5:30 pm)	Percent Increase over No-Build	Increase over No-Build (dBA)	PM Peak (4:30-5:30 pm)		
1	Leq	69.0	32.0%	1.2	70.2	18.8%	0.7	71.0	3 dBA Increase	NO
	L10	72.6	32.0%	1.2	73.8	18.8%	0.7	74.6		
2	Leq	72.1	28.6%	1.1	73.2	21.3%	0.8	74.0	3 dBA Increase	NO
	L10	75.0	28.6%	1.1	76.1	21.3%	0.8	76.9		
3	Leq	67.0	27.5%	1.1	68.1	17.0%	0.7	68.7	3 dBA Increase	NO
	L10	71.1	27.5%	1.1	72.2	17.0%	0.7	72.8		
4	Leq	68.7	22.9%	0.9	69.6	14.9%	0.6	70.2	3 dBA Increase	NO
	L10	71.0	22.9%	0.9	71.9	14.9%	0.6	72.5		
5	Leq	65.6	29.0%	1.1	66.7	19.1%	0.8	67.5	3 dBA Increase	NO
	L10	69.5	29.0%	1.1	70.6	19.1%	0.8	71.4		
6	Leq	69.0	26.0%	1.0	70.0	19.1%	0.8	70.8	3 dBA Increase	NO
	L10	72.0	26.0%	1.0	73.0	19.1%	0.8	73.8		

AM PEAK

Site ID	Site Name & Address	Land Use	Existing PCE	No Build PCE	Percent Increase	No Build dBA Increase	Build PCE	Percent Increase	Build dBA Increase
1	Townsend St & Bay St	Residence	3,389	4,314	27.3%	1.0	4,898	13.5%	0.6
2	Bay St (by Baley Hospital)	Hospital & Residence	3,167	3,971	25.4%	1.0	4,517	13.7%	0.6
3	Front St & Water St	Future Park	845	1,075	27.2%	1.0	1,099	2.2%	0.1
4	NW corner of Bay St & Wave St	Mixed Commercial & Residence	2,709	3,219	18.8%	0.7	3,650	13.4%	0.5
5	Front St (intersecting Baltic Av)	Future Residence	763	974	27.6%	1.1	987	1.4%	0.1
6	372 Bay St (intersect Grant St)	Residence	3,477	4,133	18.9%	0.8	4,696	13.6%	0.6

MD PEAK

Site ID	Site Name & Address	Land Use	Existing PCE	No Build PCE	Percent Increase	No Build dBA Increase	Build PCE	Percent Increase	Build dBA Increase
1	Townsend St & Bay St	Residence	2,444	3,167	29.6%	1.1	3,516	11.0%	0.5
2	Bay St (by Baley Hospital)	Hospital & Residence	2,436	3,104	27.4%	1.1	3,587	15.6%	0.6
3	Front St & Water St	Future Park	1,000	1,255	25.5%	1.0	1,527	21.6%	0.9
4	NW corner of Bay St & Wave St	Mixed Commercial & Residence	2,665	3,216	20.7%	0.8	3,564	10.8%	0.4
5	Front St (intersecting Baltic Av)	Future Residence	731	950	30.0%	1.1	1,249	31.5%	1.2
6	372 Bay St (intersect Grant St)	Residence	2,976	3,694	24.1%	0.9	4,218	14.2%	0.6

PM PEAK

Site ID	Site Name & Address	Land Use	Existing PCE	No Build PCE	Percent Increase	No Build dBA Increase	Build PCE	Percent Increase	Build dBA Increase
1	Townsend St & Bay St	Residence	1,627	2,147	32.0%	1.2	2,550	18.8%	0.7
2	Bay St (by Baley Hospital)	Hospital & Residence	1,558	2,003	28.6%	1.1	2,429	21.3%	0.8
3	Front St & Water St	Future Park	905	1,154	27.5%	1.1	1,350	17.0%	0.7
4	NW corner of Bay St & Wave St	Mixed Commercial & Residence	1,802	2,214	22.9%	0.9	2,545	14.9%	0.6
5	Front St (intersecting Baltic Av)	Future Residence	771	994	29.0%	1.1	1,184	19.1%	0.8
6	372 Bay St (intersect Grant St)	Residence	2,324	2,929	26.0%	1.0	3,488	19.1%	0.8

Using Air Ratio of 2.3/1 MT/HT

2005 Existing AM Volume

Site ID	Site Name & Address	Existing AM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volu
1	Townsend St & Bay S	**916**	801	19	347	67	871	29	1,370	**3,389**	916
2	y St (by Baley Hospit	**981**	875	42	761	43	557	21	975	**3,167**	981
3	Front St & Water St	**600**	588	0	0	8	100	3	157	**845**	599
4	orner of Bay St & W	**1,048**	962	50	902	25	329	11	517	**2,709**	####
5	t St (intersecting Balti	**539**	528	0	0	7	91	3	143	**763**	538
6	Bay St (intersect Gra	**1,047**	925	54	970	47	615	21	967	**3,477**	####

2005 Existing AM Volume

Site ID	Dir	Existing AM Volume	Car	Bus	M Truck	H Truck
1	←	**352**	310	8	24	10
	↓	**170**	159	0	8	3
	→	**342**	292	10	28	12
	↱	**52**	40	1	7	3
2	←	**405**	371	20	9	5
	↓	**34**	31	2	0	1
	→	**342**	292	10	28	12
	↓	**200**	181	10	6	3
3	→	**319**	313	0	4	2
	↓	**5**	5	0	0	0
	←	**270**	265	0	3	2
	↓	**6**	6	0	0	0
4	↑	**25**	25	0	0	0
	→	**607**	557	29	15	7
	↓	**10**	10	0	0	0
	↓	**0**	0	0	0	0
	↲	**19**	19	0	0	0
	←	**383**	347	21	10	4
	↓	**4**	4	0	0	0
5	→	**273**	268	0	4	2
	←	**266**	261	0	3	1
6	←	**427**	375	18	24	10
	↓	**13**	13	0	0	0
	→	**571**	516	24	21	9
	↱	**36**	21	12	2	1

ID	Car	Bus	M Truck	H Truck
q	0.88	0.02	0.07	0.03
p	0.93	0.00	0.05	0.02
r	0.85	0.03	0.08	0.04
o	0.77	0.03	0.14	0.06
d	0.92	0.05	0.02	0.01
c	0.91	0.06	0.00	0.03
r	0.85	0.03	0.08	0.04
s	0.91	0.05	0.03	0.01
ba	0.98	0.00	0.01	0.01
bb	1.00	0.00	0.00	0.00
bc	0.98	0.00	0.01	0.01
bd	1.00	0.00	0.00	0.00
af	1.00	0.00	0.00	0.00
ag	0.92	0.05	0.02	0.01
ah	1.00	0.00	0.00	0.00
aa	0.00	0.00	0.00	0.00
ab	1.00	0.00	0.00	0.00
ad	0.91	0.06	0.03	0.01
ac	1.00	0.00	0.00	0.00
ba	0.98	0.00	0.01	0.01
bc	0.98	0.00	0.01	0.01
w	0.88	0.04	0.06	0.02
v	1.00	0.00	0.00	0.00
x	0.90	0.04	0.04	0.02
u	0.58	0.33	0.06	0.03

AM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.03	0.03	0.00
b	R	0.87	0.09	0.02	0.02

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.91	0.06	0.00	0.03
d	T	0.92	0.05	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.89	0.04	0.04	0.03
f	R	0.93	0.04	0.01	0.02

	Van Duzer Street - EB	Car	Bus	M Truck	H Truck
t	L	0.80	0.14	0.04	0.02
u	R	0.58	0.33	0.06	0.03

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.88	0.04	0.06	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.90	0.04	0.04	0.02
y	R	0.81	0.05	0.10	0.04

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.91	0.04	0.04	0.01
k	T	0.91	0.03	0.05	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.89	0.03	0.06	0.02
m	R	0.87	0.05	0.07	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	0.89	0.00	0.08	0.03
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.91	0.06	0.03	0.01
ae	R	0.91	0.00	0.06	0.03

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.92	0.05	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.05	0.04	0.02
o	R	0.77	0.03	0.14	0.06

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.93	0.00	0.05	0.02
q	T	0.88	0.02	0.07	0.03

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.85	0.03	0.08	0.04
s	R	0.91	0.05	0.03	0.01

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	0.98	0.00	0.02	0.00
aj	R	0.94	0.00	0.05	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.97	0.00	0.03	0.00
al	T	0.92	0.00	0.08	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	1.00	0.00	0.00	0.00
bc	T	0.98	0.00	0.01	0.01

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.98	0.00	0.01	0.01
bb	R	1.00	0.00	0.00	0.00

2005 Existing MD Volume

Site ID	Site Name & Address	Existing MD Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**865**	791	14	256	42	543	18	854	**2,444**	865
2	y St (by Baley Hospi	**902**	826	25	441	36	472	15	696	**2,436**	902
3	Front St & Water St	**594**	576	0	0	13	165	6	259	**1,000**	594
4	orner of Bay St & W	**1,102**	1,023	38	684	29	373	12	586	**2,665**	1,102
5	St (intersecting Balt	**421**	407	0	0	10	126	4	198	**731**	421
6	Bay St (intersect Gra	**1,001**	906	26	471	48	622	21	977	**2,976**	1,001

2005 Existing MD Volume

Site ID	Dir	Existing MD Volume	Car	Bus	M Truck	H Truck
1	←	**318**	290	4	17	7
	↓	**123**	120	0	2	1
	→	**367**	333	9	17	8
	↱	**57**	48	1	5	2
2	←	**359**	327	11	15	6
	↓	**27**	25	1	1	0
	→	**367**	333	9	17	8
	↴	**149**	142	3	3	1
3	→	**254**	251	0	2	1
	↴	**11**	11	0	0	0
	←	**285**	271	0	10	4
	↓	**44**	43	0	1	0
4	↑	**52**	52	0	0	0
	→	**591**	554	17	14	6
	↴	**1**	1	0	0	0
	↓	**5**	4	0	1	0
	↲	**41**	41	0	0	0
	←	**399**	361	21	12	5
	↓	**13**	10	0	2	1
5	→	**182**	180	0	1	1
	←	**239**	227	0	8	4
6	←	**413**	371	7	25	11
	↓	**3**	3	0	0	0
	→	**578**	532	19	18	8
	↱	**7**	0	0	5	2

ID	Car	Bus	M Truck	H Truck
q	0.91	0.01	0.05	0.02
p	0.97	0.00	0.02	0.01
r	0.91	0.03	0.05	0.02
o	0.85	0.02	0.09	0.04
d	0.91	0.03	0.04	0.02
c	0.92	0.04	0.04	0.00
r	0.91	0.03	0.05	0.02
s	0.95	0.02	0.02	0.01
ba	0.99	0.00	0.01	0.00
bb	0.98	0.00	0.01	0.01
bc	0.95	0.00	0.03	0.01
bd	0.98	0.00	0.02	0.01
af	1.00	0.00	0.00	0.00
ag	0.94	0.03	0.02	0.01
ah	1.00	0.00	0.00	0.00
aa	0.80	0.00	0.14	0.06
ab	1.00	0.00	0.00	0.00
ad	0.91	0.05	0.03	0.01
ac	0.75	0.00	0.18	0.08
ba	0.99	0.00	0.01	0.00
bc	0.95	0.00	0.03	0.01
w	0.90	0.02	0.06	0.03
v	1.00	0.00	0.00	0.00
x	0.92	0.03	0.03	0.01
u	0.00	0.00	0.70	0.30

MD CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.00	0.01	0.04
b	R	0.85	0.00	0.10	0.05

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.92	0.04	0.04	0.00
d	T	0.91	0.03	0.04	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.92	0.02	0.04	0.01
f	R	0.95	0.00	0.04	0.01

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.87	0.07	0.04	0.02
u	R	0.00	0.00	0.70	0.30

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.90	0.02	0.06	0.03

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.92	0.03	0.03	0.01
y	R	0.77	0.00	0.16	0.07

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.95	0.00	0.05	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.96	0.02	0.02	0.00
k	T	0.93	0.01	0.04	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.92	0.03	0.05	0.01
m	R	0.93	0.02	0.03	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.80	0.00	0.14	0.06
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	0.75	0.00	0.18	0.08
ad	T	0.91	0.05	0.03	0.01
ae	R	1.00	0.00	0.00	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.94	0.03	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.07	0.02	0.01
o	R	0.85	0.02	0.09	0.04

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.97	0.00	0.02	0.01
q	T	0.91	0.01	0.05	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.91	0.03	0.05	0.02
s	R	0.95	0.02	0.02	0.01

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.00	0.01	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.94	0.00	0.06	0.00
al	T	0.96	0.00	0.04	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.02	0.01
bc	T	0.95	0.00	0.03	0.01

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.00	0.01	0.00
bb	R	0.98	0.00	0.01	0.01

2005 Existing PM Volume

Site ID	Site Name & Address	Existing PM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	959	926	12	219	14	187	6	294	1,627	959
2	y St (by Baley Hospit	1,025	993	16	284	14	181	2	100	1,558	1,025
3	Front St & Water St	655	642	9	162	3	39	1	61	905	656
4	orner of Bay St & W	1,101	1,061	35	630	3	43	1	68	1,802	1,101
5	St (intersecting Balti	558	547	9	153	2	28	1	43	771	558
6	Bay St (intersect Gra	1,040	971	47	852	15	195	7	306	2,324	1,040

2005 Existing PM Volume

Site ID	Dir	Existing PM Volume	Car	Bus	M Truck	H Truck
1	←	365	347	8	7	3
	↓	135	133	0	2	1
	→	405	393	5	5	2
	↱	54	53	0	1	0
2	←	402	385	8	9	0
	↓	54	54	0	0	0
	→	405	393	5	5	2
	↴	164	161	3	0	0
3	→	323	320	3	0	0
	↴	15	15	0	0	0
	←	289	280	6	2	1
	↓	28	27	0	1	0
4	↑	43	43	0	0	0
	→	631	604	23	3	1
	↴	3	3	0	0	0
	↓	0	0	0	0	0
	↲	52	52	0	0	0
	←	364	352	12	0	0
	↓	8	8	0	0	0
5	→	265	262	3	0	0
	←	293	284	6	2	1
6	←	407	379	17	8	3
	↓	5	3	2	0	0
	→	624	586	28	7	3
	↱	4	3	1	0	0

ID	Car	Bus	M Truck	H Truck
q	0.95	0.02	0.02	0.01
p	0.98	0.00	0.01	0.01
r	0.97	0.01	0.01	0.01
o	0.98	0.00	0.02	0.01
d	0.96	0.02	0.02	0.00
c	1.00	0.00	0.00	0.00
r	0.97	0.01	0.01	0.01
s	0.98	0.02	0.00	0.00
ba	0.99	0.01	0.00	0.00
bb	0.98	0.00	0.01	0.01
bc	0.97	0.02	0.01	0.00
bd	0.98	0.00	0.03	0.01
af	1.00	0.00	0.00	0.00
ag	0.96	0.04	0.01	0.00
ah	1.00	0.00	0.00	0.00
aa	0.00	0.00	0.00	0.00
ab	1.00	0.00	0.00	0.00
ad	0.97	0.03	0.00	0.00
ac	1.00	0.00	0.00	0.00
ba	0.99	0.01	0.00	0.00
bc	0.97	0.02	0.01	0.00
w	0.93	0.04	0.02	0.01
v	0.60	0.40	0.00	0.00
x	0.94	0.04	0.01	0.00
u	0.75	0.25	0.00	0.00

PM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	1.00	0.00	0.00	0.00
b	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	1.00	0.00	0.00	0.00
d	T	0.96	0.02	0.02	0.00
	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.97	0.02	0.01	0.00
f	R	0.98	0.00	0.02	0.00

	Van Duzer Street - EB	Car	Bus	M Truck	H Truck
t	L	0.91	0.08	0.01	0.00
u	R	0.75	0.25	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	0.60	0.40	0.00	0.00
w	T	0.93	0.04	0.02	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.94	0.04	0.01	0.00
y	R	0.84	0.12	0.03	0.01

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.94	0.00	0.06	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.93	0.04	0.03	0.00
k	T	0.95	0.02	0.02	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.96	0.01	0.02	0.00
m	R	0.94	0.03	0.02	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.97	0.03	0.00	0.00
ae	R	1.00	0.00	0.00	0.00
	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.96	0.04	0.01	0.00
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.97	0.03	0.00	0.00
o	R	0.98	0.00	0.02	0.01
	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.98	0.00	0.01	0.01
q	T	0.95	0.02	0.02	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.97	0.01	0.01	0.01
s	R	0.98	0.02	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.01	0.01	0.00
	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.98	0.00	0.02	0.00
al	T	0.97	0.03	0.00	0.00
	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.03	0.01
bc	T	0.97	0.02	0.01	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.01	0.00	0.00
bb	R	0.98	0.00	0.01	0.01

No-Build AM Volume

Site ID	Site Name & Address	No-Build AM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,149**	1,001	25	448	86	1,114	37	1,751	**4,314**	1,149
2	y St (by Baley Hospit	**1,212**	1,079	51	923	55	719	27	1,250	**3,971**	1,212
3	Front St & Water St	**765**	750	0	0	10	126	4	198	**1,075**	764
4	orner of Bay St & W	**1,244**	1,141	60	1,072	30	391	13	615	**3,219**	1,244
5	St (intersecting Balti	**688**	674	0	0	9	116	4	183	**974**	687
6	Bay St (intersect Gra	**1,244**	1,099	65	1,168	56	726	24	1,141	**4,133**	1,244

No-Build AM Volume

Site ID	Dir	No-Build AM Volume	Car	Bus	M Truck	H Truck	ID	Car	Bus	M Truck	H Truck
1	←	**417**	367	10	28	12	q	0.88	0.02	0.07	0.03
	↓	**193**	180	0	9	4	p	0.93	0.00	0.05	0.02
	→	**465**	397	13	38	17	r	0.85	0.03	0.08	0.04
	↱	**74**	57	2	11	5	o	0.77	0.03	0.14	0.06
2	←	**476**	436	24	11	6	d	0.92	0.05	0.02	0.01
	↓	**42**	38	3	0	1	c	0.91	0.06	0.00	0.03
	→	**465**	397	13	38	17	r	0.85	0.03	0.08	0.04
	↓	**229**	208	12	7	3	s	0.91	0.05	0.03	0.01
3	→	**424**	416	0	6	2	ba	0.98	0.00	0.01	0.01
	↓	**13**	13	0	0	0	bb	1.00	0.00	0.00	0.00
	←	**321**	315	0	4	2	bc	0.98	0.00	0.01	0.01
	↓	**7**	7	0	0	0	bd	1.00	0.00	0.00	0.00
4	↑	**28**	28	0	0	0	af	1.00	0.00	0.00	0.00
	→	**738**	677	35	18	8	ag	0.92	0.05	0.02	0.01
	↓	**11**	11	0	0	0	ah	1.00	0.00	0.00	0.00
	↓	**0**	0	0	0	0	aa	0.00	0.00	0.00	0.00
	↲	**22**	22	0	0	0	ab	1.00	0.00	0.00	0.00
	←	**441**	400	25	12	5	ad	0.91	0.06	0.03	0.01
	↓	**4**	4	0	0	0	ac	1.00	0.00	0.00	0.00
5	→	**350**	343	0	5	2	ba	0.98	0.00	0.01	0.01
	←	**338**	331	0	4	2	bc	0.98	0.00	0.01	0.01
6	←	**488**	429	20	27	12	w	0.88	0.04	0.06	0.02
	↓	**18**	18	0	0	0	v	1.00	0.00	0.00	0.00
	→	**692**	625	29	26	11	x	0.90	0.04	0.04	0.02
	↱	**46**	27	15	3	1	u	0.58	0.33	0.06	0.03

AM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.03	0.03	0.00
b	R	0.87	0.09	0.02	0.02
	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.91	0.06	0.00	0.03
d	T	0.92	0.05	0.02	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.89	0.04	0.04	0.03
f	R	0.93	0.04	0.01	0.02

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.80	0.14	0.04	0.02
u	R	0.58	0.33	0.06	0.03
	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.88	0.04	0.06	0.02
	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.90	0.04	0.04	0.02
y	R	0.81	0.05	0.10	0.04

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.91	0.04	0.04	0.01
k	T	0.91	0.03	0.05	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.89	0.03	0.06	0.02
m	R	0.87	0.05	0.07	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	0.89	0.00	0.08	0.03
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.91	0.06	0.03	0.01
ae	R	0.91	0.00	0.06	0.03
	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.92	0.05	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.05	0.04	0.02
o	R	0.77	0.03	0.14	0.06
	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.93	0.00	0.05	0.02
q	T	0.88	0.02	0.07	0.03
	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.85	0.03	0.08	0.04
s	R	0.91	0.05	0.03	0.01

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	0.98	0.00	0.02	0.00
aj	R	0.94	0.00	0.05	0.00
	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.97	0.00	0.03	0.00
al	T	0.92	0.00	0.08	0.00
	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	1.00	0.00	0.00	0.00
bc	T	0.98	0.00	0.01	0.01
	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.98	0.00	0.01	0.01
bb	R	1.00	0.00	0.00	0.00

No-Build MD Volume

Site ID	Site Name & Address	No-Build MD Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,116**	1,020	18	331	54	706	24	1,110	**3,167**	1,116
2	y St (by Baley Hospi	**1,147**	1,050	31	565	47	605	19	884	**3,104**	1,147
3	Front St & Water St	**748**	726	0	0	16	206	7	324	**1,255**	748
4	orner of Bay St & W	**1,326**	1,230	46	832	35	449	15	705	**3,216**	1,326
5	St (intersecting Balti	**547**	529	0	0	13	164	5	257	**950**	547
6	Bay St (intersect Grai	**1,214**	1,095	31	566	61	790	26	1,242	**3,694**	1,214

No-Build MD Volume

Site ID	Dir	No-Build MD Volume	Car	Bus	M Truck	H Truck
1	←	**421**	384	5	22	10
	↓	**150**	146	0	3	1
	→	**469**	425	12	22	10
	↱	**76**	64	2	7	3
2	←	**460**	419	14	19	8
	↓	**44**	41	2	2	0
	→	**469**	425	12	22	10
	↴	**174**	166	4	3	1
3	→	**326**	323	0	3	1
	↴	**16**	16	0	0	0
	←	**354**	336	0	12	5
	↓	**52**	51	0	1	0
4	↰	**57**	57	0	0	0
	→	**713**	668	21	17	7
	↴	**1**	1	0	0	0
	↓	**6**	5	0	1	0
	↲	**46**	46	0	0	0
	←	**489**	443	25	15	6
	↓	**14**	11	0	2	1
5	→	**236**	234	0	2	1
	←	**311**	295	0	11	5
6	←	**499**	448	8	30	13
	↓	**9**	9	0	0	0
	→	**693**	638	23	22	10
	↱	**13**	0	0	9	4

ID	Car	Bus	M Truck	H Truck
q	0.91	0.01	0.05	0.02
p	0.97	0.00	0.02	0.01
r	0.91	0.03	0.05	0.02
o	0.85	0.02	0.09	0.04
d	0.91	0.03	0.04	0.02
c	0.92	0.04	0.04	0.00
r	0.91	0.03	0.05	0.02
s	0.95	0.02	0.02	0.01
ba	0.99	0.00	0.01	0.00
bb	0.98	0.00	0.01	0.01
bc	0.95	0.00	0.03	0.01
bd	0.98	0.00	0.02	0.01
af	1.00	0.00	0.00	0.00
ag	0.94	0.03	0.02	0.01
ah	1.00	0.00	0.00	0.00
aa	0.80	0.00	0.14	0.06
ab	1.00	0.00	0.00	0.00
ad	0.91	0.05	0.03	0.01
ac	0.75	0.00	0.18	0.08
ba	0.99	0.00	0.01	0.00
bc	0.95	0.00	0.03	0.01
w	0.90	0.02	0.06	0.03
v	1.00	0.00	0.00	0.00
x	0.92	0.03	0.03	0.01
u	0.00	0.00	0.70	0.30

MD CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.00	0.01	0.04
b	R	0.85	0.00	0.10	0.05

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.92	0.04	0.04	0.00
d	T	0.91	0.03	0.04	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.92	0.02	0.04	0.01
f	R	0.95	0.00	0.04	0.01

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.95	0.00	0.05	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.96	0.02	0.02	0.00
k	T	0.93	0.01	0.04	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.92	0.03	0.05	0.01
m	R	0.93	0.02	0.03	0.01

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.07	0.02	0.01
o	R	0.85	0.02	0.09	0.04

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.97	0.00	0.02	0.01
q	T	0.91	0.01	0.05	0.02

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.91	0.03	0.05	0.02
s	R	0.95	0.02	0.02	0.01

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.02	0.01
bc	T	0.95	0.00	0.03	0.01

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.00	0.01	0.00
bb	R	0.98	0.00	0.01	0.01

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.87	0.07	0.04	0.02
u	R	0.00	0.00	0.70	0.30

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.90	0.02	0.06	0.03

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.92	0.03	0.03	0.01
y	R	0.77	0.00	0.16	0.07

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.80	0.00	0.14	0.06
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	0.75	0.00	0.18	0.08
ad	T	0.91	0.05	0.03	0.01
ae	R	1.00	0.00	0.00	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.94	0.03	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.00	0.01	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.94	0.00	0.06	0.00
al	T	0.96	0.00	0.04	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

No-Build PM Volume

Site ID	Site Name & Address	No-Build PM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	ownsend St & Bay S	**1,253**	1,209	17	297	19	249	8	391	**2,147**	1,253
2	y St (by Baley Hospit	**1,318**	1,277	20	367	18	239	3	120	**2,003**	1,318
3	Front St & Water St	**831**	815	12	207	4	51	2	81	**1,154**	832
4	orner of Bay St & W	**1,351**	1,302	43	781	4	51	2	80	**2,214**	1,351
5	St (intersecting Balti	**715**	700	11	199	3	37	1	58	**994**	715
6	Bay St (intersect Gran	**1,283**	1,194	62	1,115	19	241	8	379	**2,929**	1,283

No-Build PM Volume

Site ID	Dir	No-Build PM Volume	Car	Bus	M Truck	H Truck
1	←	**530**	505	11	10	4
	↓	**171**	168	0	2	1
	→	**485**	471	6	6	3
	↱	**67**	66	0	1	0
2	←	**561**	537	11	13	0
	↓	**81**	81	0	0	0
	→	**485**	471	6	6	3
	↳	**191**	187	4	0	0
3	→	**394**	390	4	0	0
	↳	**23**	23	0	0	0
	←	**378**	367	8	3	1
	↓	**36**	35	0	1	0
4	↑	**47**	47	0	0	0
	→	**749**	717	27	4	2
	↳	**3**	3	0	0	0
	↓	**0**	0	0	0	0
	↲	**58**	58	0	0	0
	←	**485**	468	17	0	0
	↓	**9**	9	0	0	0
5	→	**323**	320	3	0	0
	←	**392**	380	8	3	1
6	←	**524**	488	21	10	4
	↓	**14**	8	6	0	0
	→	**736**	692	33	8	4
	↱	**9**	7	2	0	0

ID	Car	Bus	M Truck	H Truck
q	0.95	0.02	0.02	0.01
p	0.98	0.00	0.01	0.01
r	0.97	0.01	0.01	0.01
o	0.98	0.00	0.02	0.01
d	0.96	0.02	0.02	0.00
c	1.00	0.00	0.00	0.00
r	0.97	0.01	0.01	0.01
s	0.98	0.02	0.00	0.00
ba	0.99	0.01	0.00	0.00
bb	0.98	0.00	0.01	0.01
bc	0.97	0.02	0.01	0.00
bd	0.98	0.00	0.03	0.01
af	1.00	0.00	0.00	0.00
ag	0.96	0.04	0.01	0.00
ah	1.00	0.00	0.00	0.00
aa	0.00	0.00	0.00	0.00
ab	1.00	0.00	0.00	0.00
ad	0.97	0.03	0.00	0.00
ac	1.00	0.00	0.00	0.00
ba	0.99	0.01	0.00	0.00
bc	0.97	0.02	0.01	0.00
w	0.93	0.04	0.02	0.01
v	0.60	0.40	0.00	0.00
x	0.94	0.04	0.01	0.00
u	0.75	0.25	0.00	0.00

PM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	1.00	0.00	0.00	0.00
b	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	1.00	0.00	0.00	0.00
d	T	0.96	0.02	0.02	0.00
	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.97	0.02	0.01	0.00
f	R	0.98	0.00	0.02	0.00

	Van Duzer Street - EB	Car	Bus	M Truck	H Truck
t	L	0.91	0.08	0.01	0.00
u	R	0.75	0.25	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	0.60	0.40	0.00	0.00
w	T	0.93	0.04	0.02	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.94	0.04	0.01	0.00
y	R	0.84	0.12	0.03	0.01

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.94	0.00	0.06	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.93	0.04	0.03	0.00
k	T	0.95	0.02	0.02	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.96	0.01	0.02	0.00
m	R	0.94	0.03	0.02	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.97	0.03	0.00	0.00
ae	R	1.00	0.00	0.00	0.00
	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.96	0.04	0.01	0.00
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.97	0.03	0.00	0.00
o	R	0.98	0.00	0.02	0.01
	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.98	0.00	0.01	0.01
q	T	0.95	0.02	0.02	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.97	0.01	0.01	0.01
s	R	0.98	0.02	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.01	0.01	0.00
	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.98	0.00	0.02	0.00
al	T	0.97	0.03	0.00	0.00
	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.03	0.01
bc	T	0.97	0.02	0.01	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.01	0.00	0.00
bb	R	0.98	0.00	0.01	0.01

Build AM Volume

Site ID	Site Name & Address	Build AM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,310**	1,142	29	517	97	1,259	42	1,979	**4,898**	1,310
2	y St (by Baley Hospit	**1,405**	1,254	61	1,089	61	790	29	1,383	**4,517**	1,405
3	Front St & Water St	**785**	770	0	0	10	128	4	201	**1,099**	784
4	orner of Bay St & W	**1,406**	1,288	68	1,222	34	443	15	696	**3,650**	1,405
5	St (intersecting Balti	**697**	683	0	0	9	118	4	186	**987**	696
6	Bay St (intersect Gra	**1,405**	1,240	72	1,300	64	838	28	1,318	**4,696**	1,405

Build AM Volume

Site ID	Dir	Build AM Volume	Car	Bus	M Truck	H Truck	ID	Car	Bus	M Truck	H Truck
1	←	**560**	492	13	38	17	q	0.88	0.02	0.07	0.03
	↓	**193**	180	0	9	4	p	0.93	0.00	0.05	0.02
	→	**483**	413	14	40	17	r	0.85	0.03	0.08	0.04
	↱	**74**	57	2	11	5	o	0.77	0.03	0.14	0.06
2	←	**633**	580	31	14	8	d	0.92	0.05	0.02	0.01
	↓	**42**	38	3	0	1	c	0.91	0.06	0.00	0.03
	→	**483**	413	14	40	17	r	0.85	0.03	0.08	0.04
	↓	**247**	224	13	7	3	s	0.91	0.05	0.03	0.01
3	→	**539**	528	0	7	3	ba	0.98	0.00	0.01	0.01
	↓	**23**	23	0	0	0	bb	1.00	0.00	0.00	0.00
	←	**214**	210	0	3	1	bc	0.98	0.00	0.01	0.01
	↓	**9**	9	0	0	0	bd	1.00	0.00	0.00	0.00
4	↑	**30**	30	0	0	0	af	1.00	0.00	0.00	0.00
	→	**742**	680	35	18	8	ag	0.92	0.05	0.02	0.01
	↓	**11**	11	0	0	0	ah	1.00	0.00	0.00	0.00
	↓	**1**	0	0	0	0	aa	0.00	0.00	0.00	0.00
	↲	**31**	31	0	0	0	ab	1.00	0.00	0.00	0.00
	←	**587**	532	33	16	7	ad	0.91	0.06	0.03	0.01
	↓	**4**	4	0	0	0	ac	1.00	0.00	0.00	0.00
5	→	**442**	433	0	6	3	ba	0.98	0.00	0.01	0.01
	←	**255**	250	0	3	1	bc	0.98	0.00	0.01	0.01
6	←	**638**	561	26	36	15	w	0.88	0.04	0.06	0.02
	↓	**23**	23	0	0	0	v	1.00	0.00	0.00	0.00
	→	**695**	628	30	26	11	x	0.90	0.04	0.04	0.02
	↱	**49**	29	16	3	1	u	0.58	0.33	0.06	0.03

AM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.03	0.03	0.00
b	R	0.87	0.09	0.02	0.02
	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.91	0.06	0.00	0.03
d	T	0.92	0.05	0.02	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.89	0.04	0.04	0.03
f	R	0.93	0.04	0.01	0.02

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.80	0.14	0.04	0.02
u	R	0.58	0.33	0.06	0.03
	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.88	0.04	0.06	0.02
	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.90	0.04	0.04	0.02
y	R	0.81	0.05	0.10	0.04

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.91	0.04	0.04	0.01
k	T	0.91	0.03	0.05	0.01
	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.89	0.03	0.06	0.02
m	R	0.87	0.05	0.07	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	0.89	0.00	0.08	0.03
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.91	0.06	0.03	0.01
ae	R	0.91	0.00	0.06	0.03
	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.92	0.05	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.05	0.04	0.02
o	R	0.77	0.03	0.14	0.06
	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.93	0.00	0.05	0.02
q	T	0.88	0.02	0.07	0.03
	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.85	0.03	0.08	0.04
s	R	0.91	0.05	0.03	0.01

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	0.98	0.00	0.02	0.00
aj	R	0.94	0.00	0.05	0.00
	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.97	0.00	0.03	0.00
al	T	0.92	0.00	0.08	0.00
	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	1.00	0.00	0.00	0.00
bc	T	0.98	0.00	0.01	0.01
	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.98	0.00	0.01	0.01
bb	R	1.00	0.00	0.00	0.00

Build MD Volume

Site ID	Site Name & Address	Build MD Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	Townsend St & Bay S	**1,236**	1,129	20	358	61	789	26	1,240	**3,516**	1,236
2	y St (by Baley Hospit	**1,328**	1,216	37	659	53	695	22	1,016	**3,587**	1,328
3	Front St & Water St	**935**	909	0	0	18	240	8	377	**1,527**	936
4	orner of Bay St & W	**1,458**	1,351	52	941	38	495	17	778	**3,564**	1,458
5	t St (intersecting Balti	**748**	726	0	0	16	203	7	320	**1,249**	748
6	Bay St (intersect Gran	**1,346**	1,209	34	603	72	935	31	1,470	**4,218**	1,346

Build MD Volume

Site ID	Dir	Build MD Volume	Car	Bus	M Truck	H Truck
1	←	**535**	488	6	29	12
	↓	**150**	146	0	3	1
	→	**475**	431	12	22	10
	↱	**76**	64	2	7	3
2	←	**606**	552	19	25	10
	↓	**44**	41	2	2	0
	→	**475**	431	12	22	10
	↴	**203**	193	4	4	2
3	→	**455**	450	0	4	2
	↴	**32**	31	0	0	0
	←	**392**	372	0	13	6
	↓	**56**	55	0	1	0
4	↑	**62**	62	0	0	0
	→	**721**	676	21	17	7
	↴	**1**	1	0	0	0
	↓	**6**	5	0	1	0
	↲	**53**	53	0	0	0
	←	**601**	544	31	18	8
	↓	**14**	11	0	2	1
5	→	**383**	379	0	3	1
	←	**365**	347	0	12	5
6	←	**612**	550	10	36	16
	↓	**15**	15	0	0	0
	→	**700**	645	24	22	10
	↱	**19**	0	0	13	6

ID	Car	Bus	M Truck	H Truck
q	0.91	0.01	0.05	0.02
p	0.97	0.00	0.02	0.01
r	0.91	0.03	0.05	0.02
o	0.85	0.02	0.09	0.04
d	0.91	0.03	0.04	0.02
c	0.92	0.04	0.04	0.00
r	0.91	0.03	0.05	0.02
s	0.95	0.02	0.02	0.01
ba	0.99	0.00	0.01	0.00
bb	0.98	0.00	0.01	0.01
bc	0.95	0.00	0.03	0.01
bd	0.98	0.00	0.02	0.01
af	1.00	0.00	0.00	0.00
ag	0.94	0.03	0.02	0.01
ah	1.00	0.00	0.00	0.00
aa	0.80	0.00	0.14	0.06
ab	1.00	0.00	0.00	0.00
ad	0.91	0.05	0.03	0.01
ac	0.75	0.00	0.18	0.08
ba	0.99	0.00	0.01	0.00
bc	0.95	0.00	0.03	0.01
w	0.90	0.02	0.06	0.03
v	1.00	0.00	0.00	0.00
x	0.92	0.03	0.03	0.01
u	0.00	0.00	0.70	0.30

MD CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	0.95	0.00	0.01	0.04
b	R	0.85	0.00	0.10	0.05
	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	0.92	0.04	0.04	0.00
d	T	0.91	0.03	0.04	0.02
	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.92	0.02	0.04	0.01
f	R	0.95	0.00	0.04	0.01

	Van Duzer Street -EB	Car	Bus	M Truck	H Truck
t	L	0.87	0.07	0.04	0.02
u	R	0.00	0.00	0.70	0.30
	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	1.00	0.00	0.00	0.00
w	T	0.90	0.02	0.06	0.03
	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.92	0.03	0.03	0.01
y	R	0.77	0.00	0.16	0.07

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.95	0.00	0.05	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.96	0.02	0.02	0.00
k	T	0.93	0.01	0.04	0.02
	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.92	0.03	0.05	0.01
m	R	0.93	0.02	0.03	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.80	0.00	0.14	0.06
ab	R	1.00	0.00	0.00	0.00
	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	0.75	0.00	0.18	0.08
ad	T	0.91	0.05	0.03	0.01
ae	R	1.00	0.00	0.00	0.00
	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.94	0.03	0.02	0.01
ah	R	1.00	0.00	0.00	0.00

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.90	0.07	0.02	0.01
o	R	0.85	0.02	0.09	0.04
	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.97	0.00	0.02	0.01
q	T	0.91	0.01	0.05	0.02
	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.91	0.03	0.05	0.02
s	R	0.95	0.02	0.02	0.01

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.00	0.01	0.00
	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.94	0.00	0.06	0.00
al	T	0.96	0.00	0.04	0.00
	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.02	0.01
bc	T	0.95	0.00	0.03	0.01
	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.00	0.01	0.00
bb	R	0.98	0.00	0.01	0.01

Build PM Volume

Site ID	Site Name & Address	Build PM Volume	Car	Bus	PCE	M Truck	PCE	H Truck	PCE	Total PCE	Total Volume
1	ownsend St & Bay S	**1,460**	1,406	21	373	23	300	10	471	**2,550**	1,460
2	y St (by Baley Hospit	**1,588**	1,536	26	462	24	309	3	122	**2,429**	1,588
3	Front St & Water St	**975**	956	13	238	5	61	2	95	**1,350**	976
4	orner of Bay St & W	**1,565**	1,508	50	903	4	52	2	82	**2,545**	1,564
5	St (intersecting Balti	**865**	848	13	233	3	40	1	63	**1,184**	865
6	Bay St (intersect Gran	**1,498**	1,391	75	1,350	22	290	10	457	**3,488**	1,498

Build PM Volume

Site ID	Dir	Build PM Volume	Car	Bus	M Truck	H Truck
1	←	**729**	694	15	14	6
	↓	**171**	168	0	2	1
	→	**493**	479	6	6	3
	↱	**67**	66	0	1	0
2	←	**796**	762	16	18	0
	↓	**81**	81	0	0	0
	→	**493**	479	6	6	3
	↳	**218**	214	4	0	0
3	→	**470**	465	5	0	0
	↳	**35**	34	0	0	0
	←	**426**	413	9	3	1
	↓	**44**	43	0	1	0
4	↑	**55**	55	0	0	0
	→	**763**	730	27	4	2
	↳	**3**	3	0	0	0
	↓	**1**	0	0	0	0
	↲	**66**	66	0	0	0
	←	**668**	645	23	0	0
	↓	**9**	9	0	0	0
5	→	**438**	434	4	0	0
	←	**427**	414	9	3	1
6	←	**709**	660	29	14	6
	↓	**21**	13	8	0	0
	→	**751**	706	33	8	4
	↱	**17**	13	4	0	0

ID	Car	Bus	M Truck	H Truck
q	0.95	0.02	0.02	0.01
p	0.98	0.00	0.01	0.01
r	0.97	0.01	0.01	0.01
o	0.98	0.00	0.02	0.01
d	0.96	0.02	0.02	0.00
c	1.00	0.00	0.00	0.00
r	0.97	0.01	0.01	0.01
s	0.98	0.02	0.00	0.00
ba	0.99	0.01	0.00	0.00
bb	0.98	0.00	0.01	0.01
bc	0.97	0.02	0.01	0.00
bd	0.98	0.00	0.03	0.01
af	1.00	0.00	0.00	0.00
ag	0.96	0.04	0.01	0.00
ah	1.00	0.00	0.00	0.00
aa	0.00	0.00	0.00	0.00
ab	1.00	0.00	0.00	0.00
ad	0.97	0.03	0.00	0.00
ac	1.00	0.00	0.00	0.00
ba	0.99	0.01	0.00	0.00
bc	0.97	0.02	0.01	0.00
w	0.93	0.04	0.02	0.01
v	0.60	0.40	0.00	0.00
x	0.94	0.04	0.01	0.00
u	0.75	0.25	0.00	0.00

PM CLASSIFICATION

	Broad Street-EB	Car	Bus	M Truck	H Truck
a	L	1.00	0.00	0.00	0.00
b	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
c	L	1.00	0.00	0.00	0.00
d	T	0.96	0.02	0.02	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
e	T	0.97	0.02	0.01	0.00
f	R	0.98	0.00	0.02	0.00

	Water Street-WB	Car	Bus	M Truck	H Truck
g	L	1.00	0.00	0.00	0.00
h	T	1.00	0.00	0.00	0.00
i	R	0.94	0.00	0.06	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
j	L	0.93	0.04	0.03	0.00
k	T	0.95	0.02	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
l	T	0.96	0.01	0.02	0.00
m	R	0.94	0.03	0.02	0.01

	Vanderbilt Street - EB	Car	Bus	M Truck	H Truck
n	L	0.97	0.03	0.00	0.00
o	R	0.98	0.00	0.02	0.01

	Bay Street-NB	Car	Bus	M Truck	H Truck
p	L	0.98	0.00	0.01	0.01
q	T	0.95	0.02	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
r	T	0.97	0.01	0.01	0.01
s	R	0.98	0.02	0.00	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
bd	L	0.98	0.00	0.03	0.01
bc	T	0.97	0.02	0.01	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
ba	T	0.99	0.01	0.00	0.00
bb	R	0.98	0.00	0.01	0.01

	Van Duzer Street - EB	Car	Bus	M Truck	H Truck
t	L	0.91	0.08	0.01	0.00
u	R	0.75	0.25	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
v	L	0.60	0.40	0.00	0.00
w	T	0.93	0.04	0.02	0.01

	Bay Street-SB	Car	Bus	M Truck	H Truck
x	T	0.94	0.04	0.01	0.00
y	R	0.84	0.12	0.03	0.01

	Wave Street-WB	Car	Bus	M Truck	H Truck
z	L	1.00	0.00	0.00	0.00
aa	T	0.00	0.00	0.00	0.00
ab	R	1.00	0.00	0.00	0.00

	Bay Street-NB	Car	Bus	M Truck	H Truck
ac	L	1.00	0.00	0.00	0.00
ad	T	0.97	0.03	0.00	0.00
ae	R	1.00	0.00	0.00	0.00

	Bay Street-SB	Car	Bus	M Truck	H Truck
af	L	1.00	0.00	0.00	0.00
ag	T	0.96	0.04	0.01	0.00
ah	R	1.00	0.00	0.00	0.00

	Hannah-EB	Car	Bus	M Truck	H Truck
ai	L	1.00	0.00	0.00	0.00
aj	R	0.99	0.01	0.01	0.00

	Front Street-NB	Car	Bus	M Truck	H Truck
ak	L	0.98	0.00	0.02	0.00
al	T	0.97	0.03	0.00	0.00

	Front Street-SB	Car	Bus	M Truck	H Truck
am	T	1.00	0.00	0.00	0.00
an	R	1.00	0.00	0.00	0.00

EXISTING AM PEAK PERIOD AT FRONT STREET AND WATER STREET

Vehicle Classification	Front Street NB		Front Street SB		Total Volume
	L	T	T	R	
Auto	6	265	313	5	**588**
SUV					**0**
Light Truck					**0**
Medium Truck		5	6		**12**
Heavy Truck					**0**
Bus					**0**
Sub-Total	**6**	**270**	**319**	**5**	**600**
Total	**276**		**324**		

Front Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**		3.485
T	0.98	0.00	0.01	0.01	1.00	3.485	**1.515**	**5**	0.00	1.515
									0.00	**5.000**

Front Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.98	0.00	0.01	0.01	1.00	4.19	1.82	**6**	4.19	
R	1.00	0.00	0.00	0.00	1.00	0.00	**0.000**	**0**	1.82	0.00
									6.01	**0.00**

EXISTING AM PEAK PERIOD AT FRONT STREET AND HANNAH STREET

Vehicle Classification	Hannah EB		Front Street NB		Front Street SB		Total Volume
	L	R	L	T	T	R	
Auto	47	198	223	24	30	35	**557**
SUV						2	**2**
Light Truck							**0**
Medium Truck	1	11	6	2			**20**
Heavy Truck							**0**
Bus		1	1				**2**
Sub-Total	**48**	**210**	**230**	**26**	**30**	**37**	**581**
Total	**258**		**256**		**67**		

Hannah-EB	Car	Bus	M Truck	H Truck	Total
L	0.98	0.00	0.02	0.00	1.00
R	0.94	0.00	0.05	0.00	1.00

Front Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.97	0.00	0.03	0.00	1.00
T	0.92	0.00	0.08	0.00	1.00

Front Street-SB	Car	Bus	M Truck	H Truck	Total
T	1.00	0.00	0.00	0.00	1.00
R	1.00	0.00	0.00	0.00	1.00

EXISTING MD PEAK PERIOD AT FRONT STREET AND WATER STREET

Vehicle Classification	Front Street NB		Front Street SB		Total Volume
	L	T	T	R	
Auto	43	271	251	11	**576**
SUV					**0**
Light Truck					**0**
Medium Truck	1	14	3	0.2	**18**
Heavy Truck					**0**
Bus					**0**
Sub-Total	**44**	**285**	**254**	**11**	**594**
Total	**329**		**265**		

Front Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.98	0.00	0.02	0.01	1.00	0.7	0.30	**1**	0.7	9.76
T	0.95	0.00	0.03	0.01	1.00	9.76	**4.243**	**14**	0.30	4.243
									1.00	**14.003**

Front Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.99	0.00	0.01	0.00	1.00	2.09	0.91	**3**	2.091	0.14
R	0.98	0.00	0.01	0.01	1.00	0.14	**0.061**	**0.2**	0.91	0.06
									3.00	**0.20**

EXISTING MD PEAK PERIOD AT FRONT STREET AND HANNAH STREET

Vehicle Classification	Hannah EB		Front Street NB		Front Street SB		Total Volume
	L	R	L	T	T	R	
Auto	35	155	134	23	19	38	**404**
SUV							**0**
Light Truck							**0**
Medium Truck		1	8	1			**10**
Heavy Truck							**0**
Bus							**0**
Sub-Total	**35**	**156**	**142**	**24**	**19**	**38**	**414**
Total	**191**		**166**		**57**		

Hannah-EB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00	0.00	1.00
R	0.99	0.00	0.01	0.00	1.00

Front Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.94	0.00	0.06	0.00	1.00
T	0.96	0.00	0.04	0.00	1.00

Front Street-SB	Car	Bus	M Truck	H Truck	Total
T	1.00	0.00	0.00	0.00	1.00
R	1.00	0.00	0.00	0.00	1.00

EXISTING PM PEAK PERIOD AT FRONT STREET AND WATER STREET

Vehicle Classification	Front Street NB		Front Street SB		Total Volume
	L	T	T	R	
Auto	27	280	320	15	**642**
SUV					**0**
Light Truck					**0**
Medium Truck	1	3		0.3	**4**
Heavy Truck					**0**
Bus		6	3		**9**
Sub-Total	**28**	**289**	**323**	**15**	**655**
Total	**317**		**338**		

Front Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.98	0.00	0.03	0.01	1.02	0.7	0.30	**1**	0.7	2.091
T	0.97	0.02	0.01	0.00	1.00	2.091	**0.909**	**3**	0.30	0.909
									1.00	**3.000**

Front Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.99	0.01	0.00	0.00	1.00	0.00	0.00	**0**		0.21
R	0.98	0.00	0.01	0.01	1.00	0.21	**0.091**	**0.3**	0.00	0.09
									0.00	**0.30**

EXISTING PM PEAK PERIOD AT FRONT STREET AND HANNAH STREET

Vehicle Classification	Hannah EB		Front Street NB		Front Street SB		Total Volume
	L	R	L	T	T	R	
Auto	49	191	246	31	16	44	**577**
SUV							**0**
Light Truck							**0**
Medium Truck		1	5				**6**
Heavy Truck							**0**
Bus		1		1			**2**
Sub-Total	**49**	**193**	**251**	**32**	**16**	**44**	**585**
Total	**242**		**283**		**60**		

Hannah-EB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00	0.00	1.00
R	0.99	0.01	0.01	0.00	1.00

Front Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.98	0.00	0.02	0.00	1.00
T	0.97	0.03	0.00	0.00	1.00

Front Street-SB	Car	Bus	M Truck	H Truck	Total
T	1.00	0.00	0.00	0.00	1.00
R	1.00	0.00	0.00	0.00	1.00

EXISTING AM PEAK PERIOD AT BAY STREET AND SWAN STREET

Vehicle Classification	Van Duzer Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	85	14	13	362	404	17	**895**
SUV							**0**
Light Truck							**0**
Medium Truck	6	2		33	24	3	**68**
Heavy Truck							**0**
Bus	15	8		17	19	1	**60**
Sub-Total	**106**	**24**	**13**	**412**	**447**	**21**	**1,023**
Total	**130**		**425**		**468**		

Van Duzer Street -EB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.80	0.14	0.04	0.02	1.00	4.19	1.82	**6**	4.19	1.4
R	0.58	0.33	0.06	0.03	1.00	1.4	**0.609**	**2**	1.82	0.609
									6.01	**2.009**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total					
L	1.00	0.00	0.00	0.00	1.00					23.00
T	0.88	0.04	0.06	0.02	1.00	23	**10.000**	**33**	0.00	10.00
									0.00	**33.00**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.90	0.04	0.04	0.02	1.00	16.73	7.27	**24**	16.73	2.091
R	0.81	0.05	0.10	0.04	1.00	2.091	**0.909**	**3**	7.27	0.91
									24.00	**3.00**

EXISTING AM PEAK PERIOD AT BAY STREET AND WAVE STREET

Vehicle Classification	Wave Street WB			Bay Street NB			Bay Street SB			Total Volume
	L	T	R	L	T	R	L	T	R	
Auto	8		13	3	260	10	18	387	8	**707**
SUV										**0**
Light Truck										**0**
Medium Truck	1				11	1		15		**28**
Heavy Truck										**0**
Bus					16			20		**36**
Sub-Total	**9**	**0**	**13**	**3**	**287**	**11**	**18**	**422**	**8**	**771**
Total	**22**			**301**			**448**			

Wave Street-WB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	0.89	0%	0.08	0.03	1.00	0.7	0.30	**1**	0.7		
T	0.00	0.00	0.00	0.00	0.00	0	0.000	**0**	0.30	0.000	0.000
R	1.00	0%	0%	0%	1.00	0	0.000	**0**	**1.00**	**0.000**	**0.000**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**		7.67	0.7
T	0.91	0.06	0.03	0.01	1.00	7.67	3.335	**11**	0.00	3.335	0.304
R	0.91	0.00	0.06	0.03	1.00	0.7	0.304	**1**	**0.00**	**11.005**	**1.004**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**		10.46	
T	0.92	0.05	0.02	0.01	1.00	10.46	4.548	**15**	0.00	4.548	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**0.00**	**15.008**	**0.000**

EXISTING MD PEAK PERIOD AT BAY STREET AND SWAN STREET

Vehicle Classification	Van Duzer Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	58		3	221	465	10	**757**
SUV							**0**
Light Truck							**0**
Medium Truck	4	1		21	23	3	**52**
Heavy Truck							**0**
Bus	5			4	17		**26**
Sub-Total	**67**	**1**	**3**	**246**	**505**	**13**	**835**
Total	**68**		**249**		**518**		

Van Duzer Street -EB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.87	0.07	0.04	0.02	1.00	2.79	1.21	**4**	2.79	0.7
R	0.00	0.00	0.70	0.30	1.00	0.7	**0.304**	**1**	1.21	0.304
									4.00	**1.004**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total					
L	1.00	0.00	0.00	0.00	1.00					14.64
T	0.90	0.02	0.06	0.03	1.00	14.635	**6.363**	**21**	0.00	6.36
									0.00	**21.00**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.92	0.03	0.03	0.01	1.00	16.03	6.97	**23**	16.03	2.091
R	0.77	0.00	0.16	0.07	1.00	2.091	**0.909**	**3**	6.97	0.91
									23.00	**3.00**

EXISTING MD PEAK PERIOD AT BAY STREET AND WAVE STREET

Vehicle Classification	Wave Street WB			Bay Street NB			Bay Street SB			Total Volume
	L	T	R	L	T	R	L	T	R	
Auto	23	4	40	6	210	21	50	479	1	**834**
SUV										**0**
Light Truck										**0**
Medium Truck		1		2	10			17		**30**
Heavy Truck										**0**
Bus					12			15		**27**
Sub-Total	**23**	**5**	**40**	**8**	**232**	**21**	**50**	**511**	**1**	**891**
Total	**68**			**261**			**562**			

Wave Street-WB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0%	0%	0%	1.00	0	0.00	**0**		0.7	
T	0.80	0%	14%	6%	1.00	0.7	0.304	**1**	0.00	0.304	0.000
R	1.00	0%	0%	0%	1.00	0	0.000	**0**	**0.00**	**1.004**	**0.000**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	0.75	0.00	0.18	0.08	1.00	1.4	0.61	**2**	1.4	6.97	
T	0.91	0.05	0.03	0.01	1.00	6.97	3.030	**10**	0.61	3.030	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**2.01**	**10.000**	**0.000**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0	0	0	1.00	0	0.00	**0**		11.85	
T	0.94	0.03	0.02	0.01	1.00	11.85	5.152	**17**	0.00	5.152	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**0.00**	**17.002**	**0.000**

EXISTING PM PEAK PERIOD AT BAY STREET AND SWAN STREET

Vehicle Classification	Van Duzer Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	81	3	3	296	529	21	**933**
SUV							**0**
Light Truck							**0**
Medium Truck	1			9	9	1	**20**
Heavy Truck							**0**
Bus	7	1	2	13	25	3	**51**
Sub-Total	**89**	**4**	**5**	**318**	**563**	**25**	**1,004**
Total	**93**		**323**		**588**		

Van Duzer Street -EB	Car	Bus	M Truck	H Truck	Total	MT	HT	Total	Ratio	
L	0.91	0.08	0.01	0.00	1.00	0.7	0.30	**1**	0.7	
R	0.75	0.25	0.00	0.00	1.00				0.30	0.000
									1.00	**0.000**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total					
L	0.60	0.40	0.00	0.00	1.00					6.27
T	0.93	0.04	0.02	0.01	1.00	6.27	**2.726**	**9**	0.00	2.73
									0.00	**9.00**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total					
T	0.94	0.04	0.01	0.00	1.00	6.27	2.73	**9**	6.27	0.70
R	0.84	0.12	0.03	0.01	1.00	0.7	**0.304**	**1**	2.73	0.30
									9.00	**1.00**

EXISTING PM PEAK PERIOD AT BAY STREET AND WAVE STREET

Vehicle Classification	Wave Street WB			Bay Street NB			Bay Street SB			Total Volume
	L	T	R	L	T	R	L	T	R	
Auto	7		34	4	226	22	41	508	3	**845**
SUV										**0**
Light Truck										**0**
Medium Truck								4		**4**
Heavy Truck										**0**
Bus					8			19		**27**
Sub-Total	**7**	**0**	**34**	**4**	**234**	**22**	**41**	**531**	**3**	**876**
Total	**41**			**260**			**575**			

Wave Street-WB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0%	0%	0%	1.00	0	0.00	**0**			
T					0.00	0	0.000	**0**	0.00	0.000	0.000
R	1.00	0%	0%	0%	1.00	0	0.000	**0**	**0.00**	**0.000**	**0.000**

Bay Street-NB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**			
T	0.97	0.03	0.00	0.00	1.00	0	0.000	**0**	0.00	0.000	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**0.00**	**0.000**	**0.000**

Bay Street-SB	Car	Bus	M Truck	H Truck	Total	MT	HT	T	L	T	R
L	1.00	0.00	0.00	0.00	1.00	0	0.00	**0**		2.79	
T	0.96	0.04	0.01	0.00	1.00	2.79	1.213	**4**	0.00	1.213	0.000
R	1.00	0.00	0.00	0.00	1.00	0	0.000	**0**	**0.00**	**4.003**	**0.000**

EXISTING AM PEAK PERIOD AT BAY STREET AND VANDERBILT STREET

Vehicle Classification	Vanderbilt Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	53	30	86	226	240	175	**810**
SUV							**0**
Light Truck							**0**
Medium Truck	3	8	6	25	33	8	**83**
Heavy Truck							**0**
Bus	3	1		6	8	10	**28**
Sub-Total	**59**	**39**	**92**	**257**	**281**	**193**	**921**
Total	**98**		**349**		**474**		

Vanderbilt Street - EB	**Car**	**Bus**	**M Truck**	**H Truck**	Total	MT	HT	**Total**	Ratio	
L	0.90	0.05	0.04	0.02	1.00	2.091	0.91	**3**	2.091	5.576
R	0.77	0.03	0.14	0.06	1.00	5.576	**2.424**	**8**	0.91	2.424
									3.00	**8.000**
Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
L	0.93	0.00	0.05	0.02	1.00	4.185	1.82	**6**	4.19	17.43
T	0.88	0.02	0.07	0.03	1.00	17.425	**7.576**	**25**	1.82	7.58
									6.00	**25.00**
Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
T	0.85	0.03	0.08	0.04	1.00	23	10.00	**33**	23	5.576
R	0.91	0.05	0.03	0.01	1.00	5.576	**2.424**	**8**	10.00	2.424
									33.00	**8.000**

EXISTING MD PEAK PERIOD AT BAY STREET AND VANDERBILT STREET

Vehicle Classification	Vanderbilt Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	53	39	111	238	321	137	**899**
SUV							**0**
Light Truck							**0**
Medium Truck	2	6	3	20	24	4	**59**
Heavy Truck							**0**
Bus	4	1		3	9	3	**20**
Sub-Total	**59**	**46**	**114**	**261**	**354**	**144**	**978**
Total	**105**		**375**		**498**		

Vanderbilt Street - EB	**Car**	**Bus**	**M Truck**	**H Truck**	Total	MT	HT	**Total**	Ratio	
L	0.90	0.07	0.02	0.01	1.00	1.4	0.61	**2**	1.4	4.19
R	0.85	0.02	0.09	0.04	1.00	4.19	**1.822**	**6**	0.61	1.822
									2.01	**6.012**
Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
L	0.97	0.00	0.02	0.01	1.00	2.091	0.91	**3**	2.091	13.94
T	0.91	0.01	0.05	0.02	1.00	13.94	**6.061**	**20**	0.91	6.06
									3.00	**20.00**
Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
T	0.91	0.03	0.05	0.02	1.00	16.73	7.27	**24**	16.73	2.79
R	0.95	0.02	0.02	0.01	1.00	2.79	**1.213**	**4**	7.27	1.213
									24.00	**4.003**

EXISTING PM PEAK PERIOD AT BAY STREET AND VANDERBILT STREET

Vehicle Classification	Vanderbilt Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	66	44	112	277	337	155	**991**
SUV							**0**
Light Truck							**0**
Medium Truck		1	2	8	6		**17**
Heavy Truck							**0**
Bus	2			6	4	3	**15**
Sub-Total	**68**	**45**	**114**	**291**	**347**	**158**	**1,023**
Total	**113**		**405**		**505**		

Vanderbilt Street - EB	**Car**	**Bus**	**M Truck**	**H Truck**	Total	MT	HT	**Total**	Ratio	
L	0.97	0.03	0.00	0.00	1.00					0.7
R	0.98	0.00	0.02	0.01	1.00	0.7	**0.304**	**1**	0.00	0.304
									0.00	**1.004**
Bay Street-NB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
L	0.98	0.00	0.01	0.01	1.00	1.4	0.61	**2**	1.40	5.58
T	0.95	0.02	0.02	0.01	1.00	5.576	**2.424**	**8**	0.61	2.42
									2.01	**8.00**
Bay Street-SB	**Car**	**Bus**	**M Truck**	**H Truck**	Total					
T	0.97	0.01	0.01	0.01	1.00	4.19	1.82	**6**	4.19	
R	0.98	0.02	0.00	0.00	1.00				1.82	0.000
									6.01	**0.000**

EXISTING AM PEAK PERIOD AT BAY STREET AND BROAD STREET

Vehicle Classification	Broad Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	28	27	22	285	334	52	**748**
SUV	8	4	6	48	56	15	**137**
Light Truck	2	9	2	36	57	8	**114**
Medium Truck	1	1		9	20	1	**32**
Heavy Truck		1	1	5	14	2	**23**
Bus	1	4	2	20	21	3	**51**
Sub-Total	**40**	**46**	**33**	**403**	**502**	**81**	**1,105**
Total	**86**		**436**		**583**		

Broad Street-EB	Car	Bus	M Truck	H Truck	Total
L	0.95	0.03	0.03	0.00	1.00
R	0.87	0.09	0.02	0.02	1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.91	0.06	0.00	0.03	1.00
T	0.92	0.05	0.02	0.01	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.89	0.04	0.04	0.03	1.00
R	0.93	0.04	0.01	0.02	1.00

EXISTING AM PEAK PERIOD AT BAY STREET AND WATER STREET

Vehicle Classification	Water Street WB			Bay Street NB		Bay Street SB		Total Volume
	L	T	R	L	T	T	R	
Auto	1	7	3	47	245	313	48	**664**
SUV				25	116	161	20	**322**
Light Truck				3	9	10	5	**27**
Medium Truck				3	19	34	6	**62**
Heavy Truck				1	4	10	1	**16**
Bus				3	12	18	4	**37**
Sub-Total	**1**	**7**	**3**	**82**	**405**	**546**	**84**	**1,128**
Total	**11**			**487**		**630**		

Water Street-WB	Car	Bus	M Truck	H Truck	Total
L	1.00				1.00
T	1.00				1.00
R	1.00				1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.91	0.04	0.04	0.01	1.00
T	0.91	0.03	0.05	0.01	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.89	0.03	0.06	0.02	1.00
R	0.87	0.05	0.07	0.01	1.00

EXISTING MD PEAK PERIOD AT BAY STREET AND BROAD STREET

Vehicle Classification	Broad Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	46	19	10	233	320	67	**695**
SUV	17	10	12	69	57	18	**183**
Light Truck	9	4	2	24	64	11	**114**
Medium Truck	1	4	1	15	21	4	**46**
Heavy Truck	3	2		6	5	1	**17**
Bus			1	11	11		**23**
Sub-Total	**76**	**39**	**26**	**358**	**478**	**101**	**1,078**
Total	**115**		**384**		**579**		

Broad Street-EB	Car	Bus	M Truck	H Truck	Total
L	0.95	0.00	0.01	0.04	1.00
R	0.85	0.00	0.10	0.05	1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.92	0.04	0.04	0.00	1.00
T	0.91	0.03	0.04	0.02	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.92	0.02	0.04	0.01	1.00
R	0.95	0.00	0.04	0.01	1.00

EXISTING MD PEAK PERIOD AT BAY STREET AND WATER STREET

Vehicle Classification	Water Street WB			Bay Street NB		Bay Street SB		Total Volume
	L	T	R	L	T	T	R	
Auto	6	20	11	99	288	363	83	**870**
SUV		8	5	20	85	78	22	**218**
Light Truck		1	2	5	33	48	9	**98**
Medium Truck			1	3	17	24	4	**49**
Heavy Truck					8	4	1	**13**
Bus				2	6	15	3	**26**
Sub-Total	**6**	**29**	**19**	**129**	**437**	**532**	**122**	**1,274**
Total	**54**			**566**		**654**		

Water Street-WB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00		1.00
T	1.00	0.00	0.00		1.00
R	0.95	0.00	0.05		1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.96	0.02	0.02	0.00	1.00
T	0.93	0.01	0.04	0.02	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.92	0.03	0.05	0.01	1.00
R	0.93	0.02	0.03	0.01	1.00

EXISTING PM PEAK PERIOD AT BAY STREET AND BROAD STREET

Vehicle Classification	Broad Street EB		Bay Street NB		Bay Street SB		Total Volume
	L	R	L	T	T	R	
Auto	34	29	39	253	387	74	**816**
SUV	9	5	9	92	91	27	**233**
Light Truck	5	1	5	40	31	5	**87**
Medium Truck				9	6	2	**17**
Heavy Truck							**0**
Bus				8	10		**18**
Sub-Total	**48**	**35**	**53**	**402**	**525**	**108**	**1,171**
Total	**83**		**455**		**633**		

Broad Street-EB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00	0.00	1.00
R	1.00	0.00	0.00	0.00	1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	1.00	0.00	0.00	0.00	1.00
T	0.96	0.02	0.02	0.00	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.97	0.02	0.01	0.00	1.00
R	0.98	0.00	0.02	0.00	1.00

EXISTING PM PEAK PERIOD AT BAY STREET AND WATER STREET

Vehicle Classification	Water Street WB			Bay Street NB		Bay Street SB		Total Volume
	L	T	R	L	T	T	R	
Auto	5	12	10	96	227	399	82	**831**
SUV	1	3	5	16	64	109	12	**210**
Light Truck	1		2	5	24	39	7	**78**
Medium Truck			1	4	5	13	2	**25**
Heavy Truck					2		1	**3**
Bus				5	8	8	3	**24**
Sub-Total	**7**	**15**	**18**	**126**	**330**	**568**	**107**	**1,171**
Total	**40**			**456**		**675**		

Water Street-WB	Car	Bus	M Truck	H Truck	Total
L	1.00				1.00
T	1.00				1.00
R	0.94		0.06		1.00

Bay Street-NB	Car	Bus	M Truck	H Truck	Total
L	0.93	0.04	0.03	0.00	1.00
T	0.95	0.02	0.02	0.01	1.00

Bay Street-SB	Car	Bus	M Truck	H Truck	Total
T	0.96	0.01	0.02	0.00	1.00
R	0.94	0.03	0.02	0.01	1.00

STAPLETON NOISE MEASUREMENTS
SHORT TERM MEASUREMENTS (15-20 minutes)

Site	Address	Date	Time Period	Starting Time	PARAMETERS (dBA)					
					Leq	L10	L50	L90	MaxL	MinL
1	Townsend St & Bay St	9/13/05	AM	8:27 AM	**71.3**	73.9	67.1	57.9	93.3	48.6
		9/13/05	MD	1:26 PM	**68.3**	72.2	65.4	55.4	79.6	49.4
		9/13/05	PM	5:16 PM	**69.0**	72.6	66.9	57.4	81.5	51.6
2	Bay St (by Baley Hospital)	9/13/05	AM	8:05 AM	**72.1**	74.9	69.1	58.2	88.3	51.8
		9/13/05	MD	1:00 PM	**71.9**	75.1	67.7	57.1	87.5	49.4
		9/13/05	PM	4:49 PM	**72.1**	75.0	69.4	59.7	86.4	53.2
3	Front St & Water St	9/13/05	AM	9:02 AM	**69.8**	72.5	66.9	61.5	85.5	55.7
		9/13/05	MD	12:30 PM	**72.6***	73.8	69.0	65.7	93.2	58.1
		9/13/05	PM	4:20 PM	**67.0**	71.1	63.6	54.9	77.5	49.8
4	NW corner of Bay St & Wave St	9/13/05	AM	8:42 AM	**69.0**	71.0	65.5	58.5	83.5	51.5
		9/13/05	MD	12:56 PM	**69.2**	71.0	64.5	56.0	87.9	50.1
		9/13/05	PM	4:45 PM	**68.7**	71.0	65.5	58.5	84.1	52.3
5	Front St (intersecting Baltic Av)	9/13/05	AM	9:07 AM	**66.7**	70.5	60.0	51.0	81.5	49.1
		9/13/05	MD	12:31 PM	**65.2**	69.5	60.0	53.0	77.7	50.5
		9/13/05	PM	4:20 PM	**65.6**	69.5	60.0	53.0	80.5	51.0
6	372 Bay St (intersect Grant St)	9/13/05	AM	8:22 AM	**74.8****	77.0	67.5	57.5	95.8	52.2
		9/13/05	MD	1:24 PM	**68.6**	72.0	65.5	55.5	82.0	53.4
		9/13/05	PM	5:11 PM	**69.0**	72.0	65.5	57.0	86.7	53.4

* construction activity present during measurement.

** more trucks and heavy trucks in the AM period.

Comparison of Existing Traffic PCEs

Peak	Intersection	Existing Volume	Car	Bus	PCE (x18)	M Truck	PCE (x13)	H Truck	PCE (x47)	Total PCE
AM	Bay and Broad	**1,105**	999	51	918	32	416	23	1,081	**3,414**
MD		**1,078**	992	23	414	46	598	17	799	**2,803**
PM		**1,171**	1,136	18	324	17	221	0	0	**1,681**
AM	Bay and Water	**1,128**	1,013	37	666	62	806	16	752	**3,237**
MD		**1,274**	1,186	26	468	49	637	13	611	**2,902**
PM		**1,171**	1,119	24	432	25	325	3	141	**2,017**