Trimount Place at 267 Old Colony Avenue, South Boston

Mixed-Use Multi-Family Residential / Commercial Development



PROJECT NOTIFICATION FORM March 21, 2019

Submitted Pursuant to Article 80B of the Boston Zoning Code

SUBMITTED BY:

267 Old Colony Avenue LLC
36 Central Avenue, Unit C-2
Milton, MA 02186

PREPARED BY:

MLF CONSULTING LLC

Mitchell L. Fischman ("MLF") Consulting LLC
41 Brush Hill Road
Newton, MA 02461

SUBMITTED TO:

boston planning & development agency

Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

IN ASSOCIATON WITH:

STEFANOV ARCHITECTS

Adams & Morancy, P.C.
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Mitchell L. Fischman Consulting LLC
41 Brush Hill Road
Newton, MA 02461

March 21, 2019

Mr. Brian Golden, Director
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
Attn: John Campbell, Senior Project Manager

RE: Project Notification Form
Proposed Mixed-Use Residential / Commercial Development
267 Old Colony Avenue, South Boston

Dear Director Golden:

On behalf of 267 Old Colony, LLC, a Massachusetts Limited Liability Company (the "Proponent"), as developer of 79,067 square feet ("sf") of a surface parking lot and a single story vacant commercial brick building and adjoining parking lot bounded to the north by Dorchester Street, to the east by Old Colony Avenue, to the south by a multi-family building fronting on both Dorchester Street and Jenkins Street (the "Project Site"), we are pleased to submit this Project Notification Form ("PNF") for *Trimount Place* at 267 Old Colony Avenue to the Boston Planning and Development Agency ("BPDA") in accordance with the Article 80B-2 Large Project Review requirements of the Boston Zoning Code.

The proposal is for 64 multi-family residential units and 7,911 square feet of ground floor commercial space, and served by 61 garage parking spaces (the "Proposed Project"). Loading and service will be from Dorchester Street. The Project will include an on-site bicycle storage room for approximately 64 bicycles.

The Proposed Project has been designed and programmed to meet the use, dimensional, and off-street parking requirements of the Plan: South Boston Dorchester Avenue Plan Initiative (the "Plan"), and to advance the housing creation goals of Mayor Martin Walsh's 2030 Housing Plan.

With the residential units being in close proximity to the Andrew Square MBTA's Redline Station, the proposed development is very much a transit-oriented development. It is expected that a large majority of residents will utilize the MBTA, mitigating traffic impacts.

In accordance with BPDA requirements, the public notice for the PNF appears in the March 21, 2019 edition of the *Boston Herald*.

The Proposed Project will exceed the 50,000 square foot size threshold of Article 80 for a project within a Boston neighborhood, and therefore requires several additional filings pursuant to Large Project Review regulations. A Letter of Intent to File a Project Notification Form was filed with the BPDA on January 4, 2019 (attached hereto as Appendix "A").

In support of the Article 80 Large Project Review process, the Proponent has conducted, and continues to conduct, community outreach with neighbors and abutters of the site, including meetings and discussions with elected representatives and other officials. The Proponent has also made presentations to residents of the surrounding neighborhood sponsored by relevant local civic associations.

On behalf of the entire project team, we would like to thank you and the BPDA staff assigned to the 267 Old Colony Avenue Project, particularly the Senior Project Manager John Campbell, and the reviewing BPDA Urban Designers, Matthew Martin, for their invaluable assistance to date in assisting the development team in shaping the Proposed Project and in completing this comprehensive PNF filing.

We believe that the Proposed Project will constitute a significant positive addition to the South Boston neighborhood, by revitalizing this underutilized site with much-needed new mixed-use housing and neighborhood related commercial development in an attractive and thoughtfully designed building. We look forward to continuing the Large Project Review process and advancing the Proposed Project through public review with the cooperation of the BPDA, other City officials, members of the Impact Advisory Group, and the South Boston community.

In accordance with BPDA requirements, please find attached ten (10) copies of the PNF plus a CD containing the electronic PNF file to be uploaded to the BPDA's online portal for public review.

Very truly yours,
MITCHELL L. FISCHMAN ("MLF") CONSULTING LLC

Mitchell L. Fischman, Principal

Table of Contents

1.0 EXECUTIVE SUMMARY 1-1

1.1 Introduction 1-1
1.3 Detailed Project Description 1-8
1.3.1 Existing Conditions Plan 1-8
1.3.2 Detailed Project Program 1-8
1.4 Summary of Project Impacts and Mitigation 1-10
1.4.1 Urban and Landscape Design 1-10
1.4.2 Sustainable Design 1-11
1.4.3 Pedestrian Level Wind Conditions 1-11
1.4.4 Shadow Impact Analysis 1-11
1.4.5 Daylight Analysis 1-12
1.4.6 Solar Glare 1-12
1.4.7 Air Quality Analysis 1-12
1.4.8 Noise Analysis 1-12
1.4.9 Stormwater Management and Water Quality 1-13
1.4.10 Solid and Hazardous Waste 1-14
1.4.11 Geotechnical/Groundwater Impacts Analysis 1-14
1.4.12 Construction Impacts Analysis 1-15
1.4.13 Wetlands/Flood Hazard Zone 1-15
1.4.14 Historic Resources Component 1-16
1.4.15 Infrastructure Systems Component 1-16
1.4.16 Transportation Component 1-16
1.4.17 Response to Climate Change Questionnaire 1-17
1.4.18 Response to City of Boston Accessibility Guidelines 1-17
1.4.19 Response to BPDA Broadband Questionnaire 1-18

2.0 GENERAL INFORMATION 2-1

2.1 Applicant Information 2-1
2.1.1 Project Proponent 2-1
2.1.2 Project Team 2-1
2.1.3 Legal Information 2-4
2.1.4 Public Benefits 2-4
2.2 Regulatory Controls and Permits 2-5
2.2.1 Zoning Overview 2-5
2.2.2 Boston Zoning Code – Use Requirements 2-6
2.2.3 Boston Zoning Code – Dimensional Requirements 2-6
2.3 Public Review Process and Agency Coordination 2-8
2.4 Development Impact Payment ("DIP") Status 2-9

3.0 URBAN DESIGN AND SUSTAINABILITY COMPONENT 3-1

3.1 Urban Design Overview 3-1
3.2 Building Design 3-1
3.3 Landscape Design 3-2
3.4 Sustainable Design/Energy Conservation 3-3
3.4.1 Introduction 3-3
3.4.2 Location and Transportation 3-3

3.4.3 Sustainable Sites....3-5
3.4.4 Water Efficiency....3-5
3.4.5 Energy & Atmosphere....3-6
3.4.6 Materials & Resources....3-6
3.4.7 Indoor Environmental Quality....3-7
3.4.8 Innovation and Design Process....3-8
3.5 Urban Design Drawings and LEED Checklist....3-9

4.0 ENVIRONMENTAL PROTECTION COMPONENT 4-1
4.1 Shadow Impacts Analysis....4-1
4.1.1 Introduction....4-1
4.1.2 Vernal Equinox (March 21)....4-1
4.1.3 Summer Solstice (June 21)....4-1
4.1.4 Autumnal Equinox (September 21)....4-2
4.1.5 Winter Solstice (December 21)....4-2
4.1.6 Summary....4-2
4.2 Daylight Analysis....4-17
4.2.1 Methodology....4-17
4.2.2 Viewpoints....4-17
4.2.3 Daylight Analysis Results....4-18
4.3 Air Quality....4-21
4.3.1 Existing Air Quality....4-21
4.3.2 Impacts from Parking Garage....4-23
4.3.3 Microscale CO Analysis for Selected Intersections....4-26
4.3.7 Conclusions....4-31
4.4 Noise Impacts....4-32
4.4.1 Common Measures of Community Noise....4-32
4.4.2 Noise Regulations....4-33
4.4.3 Pre-Construction Sound Level Measurements....4-35
4.4.4 Reference Data and Candidate Mitigation Measures....4-38
4.4.5 Calculated Future Sound Levels....4-39
4.4.6 Compliance with State and Local Noise Standards....4-40
4.4.7 Conclusions....4-46
4.5 Stormwater Management and Water Quality....4-47
4.6 Solid and Hazardous Waste Materials....4-47
4.6.1 Solid Waste....4-47
4.6.2 Hazardous Waste and Materials....4-47
4.7 Geotechnical/Groundwater Impacts Analysis....4-48
4.8 Construction Impact....4-49
4.8.1 Construction Management Plan....4-49
4.8.2 Proposed Construction Program....4-49
4.8.3 Construction Traffic Impacts....4-50
4.8.4 Construction Environmental Impacts and Mitigation....4-51
4.8.5 Rodent Control....4-52

5.0 HISTORIC RESOURCES COMPONENT 5-1
5.1 Historic Resources on the Project Site and Property History....5-1
5.2 Historic Districts and Resources....5-1
5.3 Archaeological Resources....5-3

6.0 INFRASTRUCTURE SYSTEMS COMPONENT 6-1
6.1 Sanitary Sewer System....6-1
6.1.1 Existing Sewer System....6-1
6.1.2 Project-Generated Sewage Flow....6-3
6.1.3 Sanitary Sewage Connection....6-3
6.1.4 Sewer System Mitigation....6-3
6.2 Water System....6-3
6.2.1 Existing Water Service....6-3
6.2.2 Anticipated Water Consumption....6-4
6.2.3 Proposed Water Service....6-4
6.3 Water Supply System Mitigation....6-4
6.4 Storm Drainage System....6-6
6.4.1 Existing Drainage Conditions....6-6
6.4.2 Proposed Drainage Systems....6-6
6.5 Water Quality....6-6
6.6 Electric Systems....6-7
6.7 Telephone and Cable Systems....6-7
6.8 Steam and Gas Systems....6-7
6.9 Utility Protection During Construction....6-7

7.0 TRANSPORTATION COMPONENT 7-1
7.1 Introduction....7-1
7.2 Project Description....7-1
7.2.1 Study Area....7-1
7.2.2 Study Methodology....7-3
7.3 Existing Condition....7-3
7.3.1 Existing Roadway Conditions....7-3
7.3.2 Existing Intersection Conditions....7-4
7.3.3 Existing Parking and Curb Use....7-5
7.3.4 Car Sharing Services....7-5
7.3.5 Existing Traffic Data....7-5
7.3.6 Existing Public Transportation....7-12
7.4 No-Build (2025) Condition....7-16
7.4.1 Background Traffic Growth....7-17
7.4.2 Specific Development Traffic Growth....7-17
7.4.3 Proposed Infrastructure Improvements....7-17
7.4.4 No-Build (2025) Condition Traffic Volumes....7-19
7.5 Build (2025) Condition....7-22
7.5.1 Site Access and Circulation....7-22
7.5.2 Parking....7-22
7.5.3 Loading and Service Accommodations....7-22
7.5.4 Bicycle Accommodations....7-22
7.5.5 Trip Generation Methodology....7-24
7.5.6 Mode Share....7-24
7.5.7 Trip Distribution....7-26
7.5.8 Build (2025) Traffic Volumes....7-27
7.6 Traffic Operation Analysis....7-27
7.7 Transportation Demand Management....7-36
7.8 Transportation Mitigation Measures....7-37
7.9 Evaluation of Short-Term Construction Impacts....7-37

8.0 COORDINATION WITH GOVERNMENTAL AGENCIES 8-1
8.1 Architectural Access Board Requirements....8-1
8.2 Massachusetts Environmental Policy Act....8-1
8.3 Boston Civic Design Commission....8-1

9.0 PROJECT CERTIFICATION 9-1

APPENDICES

Appendix A - Letter of Intent to File PNF, January 4, 2019
Appendix B - Air Quality Appendix
Appendix C - Noise Appendix
Appendix D - Transportation Appendix
Appendix E - Response to Climate Change Questionnaire
Appendix F - Response to COB Accessibility Guidelines
Appendix G- Response to COB Broadband Questionnaire

List of Tables

Table 1-1. Approximate Project Dimensions of Proposed Project 1-8
Table 2-1. L1 (H-1-50) and MFR Subdistricts - Dimensional Requirements 2-7
Table 2-2. Preliminary List of Permits or Other Approvals Which May be Sought 2-8
Table 4.3-1. Massachusetts and National Ambient Air Quality Standards (NAAQS) 4-22
Table 4.3-2. Representative Existing Air Quality in the Project Area 4-23
Table 4.3-3. Peak-Hour Garage Traffic Volumes 4-24
Table 4.3-4. Predicted Parking Garage Air Quality Impacts 4-26
Table 4.3-5. Summary of Build Case Level of Service 4-28
Table 4.3-6. Maximum Predicted One-Hour CO Concentrations at Sensitive 4-30
Receptors (ppm) 4-30
Table 4.3-7. Maximum Predicted Eight-Hour CO Concentrations at Sensitive 4-31
Receptors (ppm) 4-31
Table 4.4-1. Subjective Effects of Changes in Sound Pressure Levels 4-32
Table 4.4-2. Common Indoor and Outdoor Sound Levels 4-34
Table 4.4-3. Maximum Allowable Sound Pressure Levels (dB) City of Boston 4-35
Table 4.4-4. Nighttime Baseline Sound Level Measurements, February 11-12, 2019 4-38
Table 4.4-5. Estimated Future Sound Level Impacts – Anytime, 322 Dorchester Street
– Location R1 4-41
Table 4.4-6. Estimated Future Sound Level Impacts – Anytime, 12 Jenkins Street
(Closest/Worst Case Residence) – Location R2 4-42
Table 4.4-7. Estimated Future Sound Level Impacts – Anytime, 14 Jenkins Street – Location R3 4-43
Table 4.4-8. Estimated Future Sound Level Impacts – Anytime, 20 Jenkins Street – Location R4 4-44
Table 4.4-9. Estimated Future Sound Level Impacts – Anytime, Boston Housing Authority
at 280-290 Dorchester Street – Location R5 4-45
Table 4.4-10. Estimated Future Sound Level Impacts – Anytime, Boston Housing Authority
at 20 Patterson Way – Location R6 4-46
Table 5.1. Historic Resources in the Vicinity of the Project Site 5-2
Table 6-1. Existing Sanitary Sewer Flows 6-1
Table 6-2. Projected Sanitary Sewer Flows 6-3
Table 7-1. Existing Public Transportation 7-16
Table 7-2. Travel Mode Shares 7-25
Table 7-3. Trip Generation Summary 7-26
Table 7-4. Vehicle Level of Service Criteria 7-33
Table 7-5. Capacity Analysis Summary, Weekday a.m. and p.m. Peak Hours 7-34

List of Figures

Figure 1-1. Project Locus 1-2
Figure 1-2. USGS Map 1-3
Figure 1-3. Existing Site Photos 1-4
Figure 1-4. Existing Site Photos 1-5
Figure 1-5. Existing Site Photos 1-6
Figure 1-6. Existing Site Photos 1-7
Figure 1-7. Existing Conditions Plan 1-9
Figure 3-1. Proposed Development Aerial View 3-10
Figure 3-2. Proposed Site Plan View 3-11
Figure 3-3. Ground Floor Landscape Plan 3-12
Figure 3-4. Second Floor Landscape Plan 3-13
Figure 3-5. Roof Level Landscape Plan 3-14
Figure 3-6. First Floor Plan with Enclosed Garage 3-15
Figure 3-7. Typical 2nd Through 5th Floor Plans 3-16
Figure 3-8. Fifth Floor Plan 3-17
Figure 3-9. Roof Level 3-18
Figure 3-10. Old Colony Avenue Elevation 3-19
Figure 3-11. Dorchester Street Elevation 3-20
Figure 3-12. Rear Elevation Towards Jenkins Street 3-21
Figure 3-13. South Elevation Along Old Colony Avenue 3-22
Figure 3-14. Longitudinal Section Looking Southwest 3-23
Figure 3-15. Cross Section Looking Southeast 3-24
Figure 3-16. Perspective at Corner - Old Colony Avenue & Dorchester Street 3-25
Figure 3-17. Perspective from Dorchester Street Looking Northeast to the Site 3-26
Figure 3-18. Perspective from Old Colony Avenue Looking North to the Site 3-27
Figure 3-19. LEED v4 BD+C: New Construction and Major Renovation 3-28
Figure 4.1-1. March 21 Shadows- 9:00 AM 4-3
Figure 4.1-2. March 21 Shadows- 12:00 Noon 4-4
Figure 4.1-3. March 21 Shadows- 3:00 PM 4-5
Figure 4.1-4. June 21 Shadows- 9:00 AM 4-6
Figure 4.1-5. June 21 Shadows- 12:00 Noon 4-7
Figure 4.1-6. June 21 Shadows- 3:00 PM 4-8
Figure 4.1-7. June 21 Shadows- 6:00 PM 4-9
Figure 4.1-8. September 21 Shadows- 9:00 AM 4-10
Figure 4.1-9. September 21 Shadows- 12:00 Noon 4-11
Figure 4.1-10. September 21 Shadows- 3:00 PM 4-12
Figure 4.1-11. September 21 Shadows- 6:00 PM 4-13
Figure 4.1-12. December 21 Shadows- 9:00 AM 4-14
Figure 4.1-13. December 21 Shadows- 12:00 Noon 4-15
Figure 4.1-14. December 21 Shadows- 3:00 PM 4-16
Figure 4.2-1. Centerline of Old Colony Avenue - Daylight Analysis 4-19

Figure 4.2-2. Centerline of Dorchester Street - Daylight Analysis 4-20
Figure 5-1. Historic Resources 5-4
Figure 6-1. BWSC Sanitary and Stormwater Sewer System Map 6-2
Figure 6-2. BWSC Water Supply System Map 6-5
Figure 7-1. Study Area Intersections 7-2
Figure 7-2. On-Street Parking Regulations 7-6
Figure 7-3. Car Sharing Locations 7-7
Figure 7-4. Existing Condition Traffic Volumes, Weekday a.m. Peak Hour 7-9
Figure 7-5. Existing Condition Traffic Volumes, Weekday p.m. Peak Hour 7-10
Figure 7-6. Existing Condition Pedestrian Volumes, a.m. and p.m. Peak Hours 7-11
Figure 7-7. Existing Condition Bicycle Volumes, a.m. and p.m. Peak Hours 7-13
Figure 7-8. Bike Sharing Locations 7-14
Figure 7-9. Existing Public Transportation 7-15
Figure 7-10. Specific Development Projects 7-18
Figure 7-11. No-Build (2025) Condition Traffic Volumes, Weekday a.m. Peak Hour 7-20
Figure 7-12. No-Build (2025) Condition Traffic Volumes, Weekday p.m. Peak Hour 7-21
Figure 7-13. Site Access Plan 7-23
Figure 7-14. Trip Distribution 7-28
Figure 7-15. Project-Generated Vehicle Trip Assignment, Weekday a.m. Peak Hour 7-29
Figure 7-16. Project-Generated Vehicle Trip Assignment, Weekday p.m. Peak Hour 7-30
Figure 7-17. Build (2025) Condition Traffic Volumes, Weekday a.m. Peak Hour 7-31
Figure 7-18. Build (2025) Condition Traffic Volumes, Weekday p.m. Peak Hour 7-32

1.0 EXECUTIVE SUMMARY

1.1 Introduction

267 Old Colony, LLC, purchaser-developer of the real property situated at 267 Old Colony Avenue in South Boston is submitting this Project Notification Form ("PNF") for "Trimount Place", in accordance with the Article 80B requirements of the Boston Zoning Code ("Code"), for a new mixed-use building of approximately 79,067 gross square feet, containing 64 residential units and 7,911 square feet of ground floor commercial space, served by 61 garage parking spaces (the "Proposed Project"). The Proposed Project has been designed and programmed to meet the use, dimensional, and off-street parking requirements of the South Boston Dorchester Avenue Plan Initiative (the "Plan"), and to advance the housing creation goals of Mayor Martin Walsh's 2030 Housing Plan. Specifically, the development team has taken great care to work within the applicable framework of the Plan, with respect to building height, density, setbacks, parking, and design, in order to achieve a Proposed Project that achieves to the objectives of the Plan.

A Letter of Intent to File a Project Notification Form was filed with the Boston Planning and Development Agency for the proposed mixed-use building on January 4, 2019 (See **Appendix A**).

The site comprises 21,418 square feet of land and is bounded to the north by Dorchester Street, to the east by Old Colony Avenue, to the south by a multi-family building fronting on both Dorchester Street and Jenkins Street. The site, shown on **Figure 1-1**, is currently occupied by a single-story commercial brick building, formerly containing a pharmacy, a tax preparation office, and another commercial unit. Please see **Figures 1-2** thru **1-6** for a USGS map and photographs of the existing property, and properties and buildings in the vicinity of the Project.

The surrounding area is a mix of residential, commercial and retail uses, with the southern boundary of the approved Washington Village project being located directly across Dorchester Street.

The Project Site is located predominantly within an L-1 Local Business zoning subdistrict under the Base Code, with a very small portion located within an MFR Multifamily subdistrict sub-district of the South Boston Neighborhood District, Article 68 of the Code.

MBTA buses run on Routes 5, 10, 11, 16, 17, 18, 171 and CT3 close to the site, and the Andrew Square MBTA Redline Line rapid transit station is less than three blocks from the site. Andrew Square Station provides a direct connection to South Station and downtown Boston, and points north to Cambridge and south to Quincy.



267 Old Colony Avenue

Figure 1-1. Project Locus-
267 Old Colony Avenue

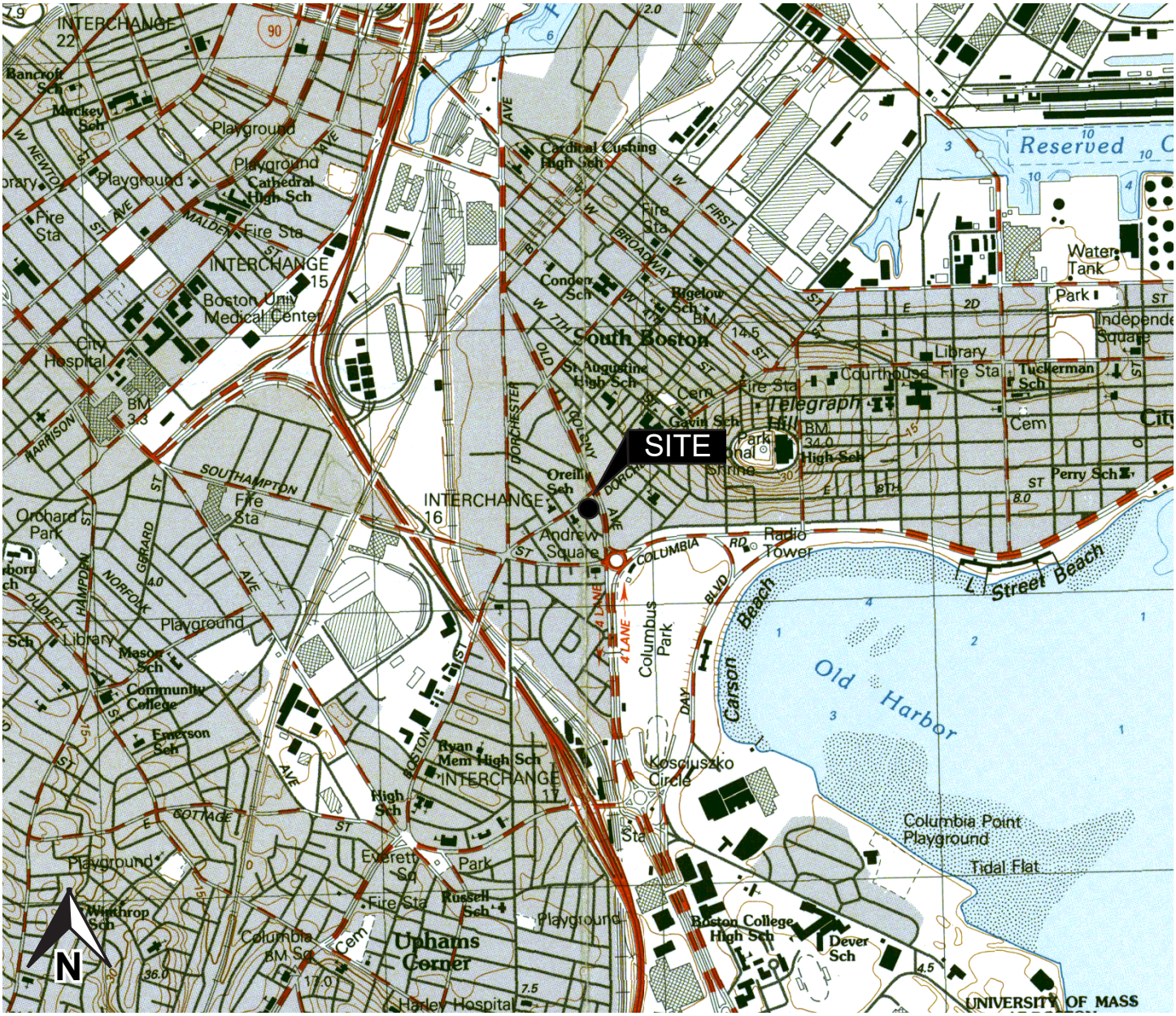


Figure 1-2. USGS Map-
267 Old Colony Avenue

Figure 1-3. Existing Site Photos



View of Existing Site Building



Existing Onsite Surface Parking Lot and Adjacent Dorchester St Building

Figure 1-4. Existing Site Photos



Curbcut Between Site and 275 Old Colony Ave



Existing Sidewalk Adjacent to Site Along Old Colony Ave

Figure 1-5. Existing Site Photos



Existing Buildings on Otherside of Old Colony Ave



Existing Buildings Opposite the Site on Old Colony Ave

Figure 1-6. Existing Site Photos



New Development on Old Colony Ave Near Corner with Dorchester St



Nearby BPDA Approved Washington Village on Otherside of Dorchester St

1.3 Detailed Project Description

1.3.1 Existing Conditions Plan

The site comprises 21,418 square feet of land and is bounded to the north by Dorchester Street, to the east by Old Colony Avenue, to the south by a multi-family building fronting on both Dorchester Street and Jenkins Street. The site was formerly occupied by a single-story commercial brick building, containing a pharmacy, a tax preparation office, and another commercial unit which will be demolished to allow for the new construction to commence. (See **Figure 1-7**. **Existing Conditions Plan.**)

1.3.2 Detailed Project Program

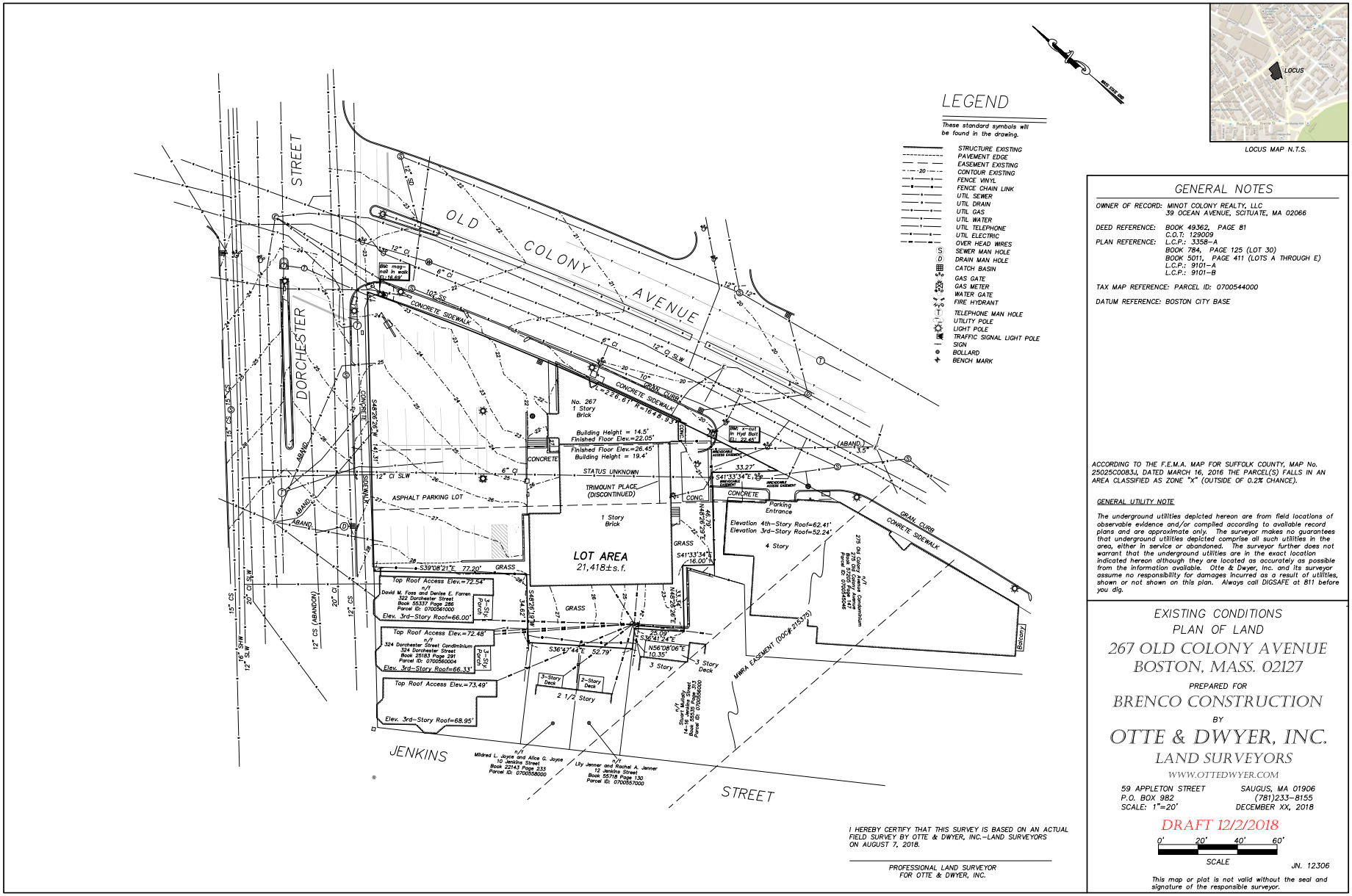
The Project proposes construction of a new mixed-use building of approximately 79,067 gross square feet, containing 64 residential units and 7,747 square feet of ground floor commercial space, served by 61 garage parking spaces (the "Proposed Project"). The Proposed Project has been designed to meet the dimensional requirements of the Plan: South Boston Dorchester Avenue Plan Initiative.

The residential units currently planned include 30 one-bedroom and 34 two-bedroom units. See Project Dimensions in **Table 1-1** below:

Table 1-1. Approximate Project Dimensions of Proposed Project

Lot Area	21,418 sf
Gross Square Feet	79,067 gross square feet
FAR	3.75
Floors	5-Floors
Height*	60-feet
Parking	61-garage spaces

*Height from Average Front Grade


LEGEND
These standard symbols will be found in the drawing.
STRUCTURE EXISTING
PAVEMENT EDGE
EASEMENT EXISTING
CONTOUR EXISTING
FENCE VINYL
FENCE CHAIN LINK
UTIL SEWER
UTIL DRAIN
UTIL GAS
UTIL WATER
UTIL TELEPHONE
UTIL ELECTRIC
OVER HEAD WIRES
SEWER MAN HOLE
DRAIN MAN HOLE
CATCH BASIN
GAS GATE
GAS METER
WATER GATE
FIRE HYDRANT
TELEPHONE MAN HOLE
UTILITY POLE
LIGHT POLE
TRAFFIC SIGNAL LIGHT POLE
SIGN
BOLLARD
BENCH MARK
LOCUS
LOCUS MAP N.T.S.
OLD COLONY AVENUE
DORCHESTER STREET
JENKINS STREET
CONCRETE SIDEWALK
GRAN. CURB
No. 267
1 Story
Brick
Building Height = 14.5'
Finished Floor Elev.=22.05'
Finished Floor Elev.=26.45'
Building Height = 19.4'
STATUS UNKNOWN
TRIMOUNT PLACE
(DISCONTINUED)
ASPHALT PARKING LOT
LOT AREA
21,418±s.f.
GRASS
CONCRETE
Parking Entrance
Elevation 4th-Story Roof=62.41'
Elevation 3rd-Story Roof=52.24'
4 Story
Top Roof Access Elev.=72.54'
Elev. 3rd-Story Roof=66.00'
Top Roof Access Elev.=72.48'
Elev. 3rd-Story Roof=66.33'
Top Roof Access Elev.=73.49'
Elev. 3rd-Story Roof=68.95'
3 Story
2 1/2 Story
3 Story Deck
2-Story Deck
3-Story Deck
MWRA EASEMENT (DOC.# 23575)
GENERAL NOTES
OWNER OF RECORD: MINOT COLONY REALTY, LLC
39 OCEAN AVENUE, SCITUATE, MA 02066
DEED REFERENCE: BOOK 49362, PAGE 81
C.Q.T.: 129009
PLAN REFERENCE: L.C.P.: 3358-A
BOOK 784, PAGE 125 (LOT 30)
BOOK 5011, PAGE 411 (LOTS A THROUGH E)
L.C.P.: 9101-A
L.C.P.: 9101-B
TAX MAP REFERENCE: PARCEL ID: 0700544000
DATUM REFERENCE: BOSTON CITY BASE
ACCORDING TO THE F.E.M.A. MAP FOR SUFFOLK COUNTY, MAP No. 25025C0083J, DATED MARCH 16, 2016 THE PARCEL(S) FALLS IN AN AREA CLASSIFIED AS ZONE "X" (OUTSIDE OF 0.2% CHANCE).
GENERAL UTILITY NOTE
The underground utilities depicted hereon are from field locations of observable evidence and/or compiled according to available record plans and are approximate only. The surveyor makes no guarantees that underground utilities depicted comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities are in the exact location indicated hereon although they are located as accurately as possible from the information available. Otte & Dwyer, Inc. and its surveyor assume no responsibility for damages incurred as a result of utilities, shown or not shown on this plan. Always call DIGSAFE at 811 before you dig.
I HEREBY CERTIFY THAT THIS SURVEY IS BASED ON AN ACTUAL FIELD SURVEY BY OTTE & DWYER, INC.-LAND SURVEYORS ON AUGUST 7, 2018.
PROFESSIONAL LAND SURVEYOR
FOR OTTE & DWYER, INC.
EXISTING CONDITIONS
PLAN OF LAND
267 OLD COLONY AVENUE
BOSTON, MASS. 02127
PREPARED FOR
BRENCO CONSTRUCTION
BY
OTTE & DWYER, INC.
LAND SURVEYORS
WWW.OTTEDWYER.COM
59 APPLETON STREET
P.O. BOX 982
SCALE: 1"=20'
SAUGUS, MA 01906
(781)233-8155
DECEMBER XX, 2018
DRAFT 12/2/2018
0' 20' 40' 60'
SCALE
JN. 12306
This map or plat is not valid without the seal and signature of the responsible surveyor.

The Site circulation plan is designed to create a safe and pleasant garage entry to the Proposed Project from Dorchester Street with a front door vehicle drop off and pedestrian entrance along Old Colony Avenue. Service vehicle access will be provided from Dorchester Street.

1.4 Summary of Project Impacts and Mitigation

1.4.1 Urban and Landscape Design

The Proposed Project creates a prominent urban gateway on both Old Colony Avenue and Dorchester Street. The intersection of both streets is expressed by a curved façade sheathed in terra cotta tile and glass. These walls extend back on each side until it breaks, midway, by a recessed wall and a drop in the height of one floor level. The base of the building is commercial space which is clad in a granite base and brick wall above. The first floor on both streets invites pedestrian to walk pleasantly since walls are pulled back to provide ample landscaping for "Complete Streets" conformity. Following the same design criteria, the corner of the building has a recessed entrance with landscaping which serves the commercial space on the corner. Also, the residential entry, located on the middle of Old Colony face, is recessed and filled with landscaping details.

To signify the residential access even more, the designers have changed the color of the tile on the recessed plane to further accent the entrance. This design decision also integrates the proposed Project into its surroundings by breaking up the mass of the building. On top of that, there are private decks on the fifth floor which also scale the building down by reducing the continuous roof line as it approaches the abutting residential buildings. The upper roof encompasses open space that includes a pet relief area, community gardens, wood boardwalks and drought tolerant buffer plantings consisting of ornamental grasses and flowering perennials.

The existing sidewalks along Dorchester Street and Old Colony Avenue will be widened to a minimum of width of 10 feet. Landscape planting in the greenscape /site furnishing zone will provide 14 new street trees in large tree planting pits. Bike racks will be installed at the greenscape/site furnishing zone to accommodate 20 bicycles. Special paving along the sidewalk includes unit paving denoting building entrances and at the frontage zone. At the greenscape /site furnishing zone, permeable unit paving will help to support the growth of large street tree canopies. At the second floor, an outdoor courtyard provides common amenity space that includes passive seating and outdoor dining opportunities.

The garage entry is located on Dorchester Street. This is both an entrance and exit to the mechanical parking machines within. The commercial space is divided into three units, each with doors to the street. The first unit faces Dorchester Street and sits between garage entry and adjacent commercial second unit located on the corner. The third commercial unit is located to the left of the main residential entrance facing Old Colony Avenue.

The exterior cladding material changes as the viewpoint turns towards the back side of the building. It shows a wood grain panel which would have a warmer presentation than the major street faces. There is a big light well on the back on the building, with a green area serving as garage top base.

It has glazing on one end where the elevators open out to the hallway. It also serves for the units that face the core receive their natural light and air which is residential in nature facing the abutting residential buildings.

1.4.2 Sustainable Design

The Proponent and the Project design team are committed to an integrated design approach and intend to meet certification as presented in **Figure 3-19** in **Section 3.0.** To meet the City of Boston Requirements the project is demonstrating the compliance with the LEED BD&C v4 criteria. The project is currently tracking 52 points in the YES column with 22 in the study column. Further study over the coming weeks and months will determine final credit achievement. We have outlined in **Section 3.4** how the project intends to achieve the prerequisites and credits for the LEED BD&C v4 certification.

1.4.3 Pedestrian Level Wind Conditions

The height of the proposed structure will not exceed 60 feet and is consistent with the BPDA Board approved 2016 South Boston Dorchester Avenue Planning Initiative guidelines for the Dorchester Avenue/Old Colony Avenue Corridor. Wind conditions are expected to be similar to that of existing buildings along Old Colony Avenue and Dorchester Street where nearby buildings range from 2-6 or greater number of floors. The nearby BPDA-approved Washington Village development is expected to have heights of 6-stories on the opposite side of Dorchester Street, and on the opposite corner of Old Colony Avenue and Dorchester Street, which should help buffer some of the northern winds at the Proposed Site.

1.4.4 Shadow Impact Analysis

Stefanov Architects Inc., the Project's architect, prepared a shadow study to assess the potential shadow impacts of the Project on the surrounding neighborhood with the shadow drawings contained in detail in **Section 4.1**. The proposed height of 5-floors does generate shadows in the winter, but the impacts are generally not extensive during the spring through the fall since most of the shadow is generally limited to the sidewalks and streets (Dorchester Street and Old Colony Avenue) in front of the project site. Morning shadows are cast over Dorchester Street. Mid-day shadows are cast over Dorchester Street and Old Colony Avenue sidewalks. Late afternoon shadows will extend into the roadways, while the 6:00 PM shadows will extend to some of the buildings beyond Old Colony Avenue and Dorchester Street. Overall, the Project's shadow impacts will be consistent with current patterns and will not adversely impact the Project site and surroundings.

1.4.5 Daylight Analysis

Although the Proposed Project will cause an increase in daylight obstruction when compared to the existing 1-2 story site building and open parking lot condition, the Proposed Project was designed to be of a similar massing to existing buildings along Old Colony Avenue and in the surrounding neighborhood. Please see **Section 4.1** for details of the Daylight Analysis.

1.4.6 Solar Glare

It is not expected that the Proposed Project will include the use of reflective glass or other reflective materials on the building facades that would result in adverse impacts from reflected solar glare.

1.4.7 Air Quality Analysis

Tech Environmental, Inc., the Project's air quality consultant, conducted analyses to evaluate the existing air quality in the Project area, predict the worst-case air quality impacts from the Project, and evaluate the potential impacts of Project-generated traffic on the air quality at the most-congested local intersections (See **Section 4.3**).

Recent representative air quality measurements from the Massachusetts Department of Environmental Protection (DEP) monitors reveal that the existing air quality in the Project area is in compliance with Massachusetts and National Ambient Air Quality Standards (MAAQS and NAAQS) for all of the criteria air pollutants.

The worst-case air quality impacts from the Project's enclosed garage will not have an adverse impact on air quality. The maximum one-hour and eight-hour ambient CO impacts from the enclosed garage at all locations around the Project site, including background CO concentrations, are predicted to be safely in compliance with the NAAQS for CO.

An evaluation of the local intersections revealed that the Project would require a microscale air quality analysis. Although the traffic impact from the Project will be minimal, the nearest intersections to the Project are currently operating at Level of Service less than D, triggering the microscale analysis. The analysis determined that neither intersection will have carbon monoxide levels in excess of the NAAQS or MAAQS. The air quality in the Project area will remain safely in compliance with health standards after the Project is built.

1.4.8 Noise Analysis

Tech Environmental, Inc., the Project's noise consultant, conducted a noise study to determine whether the operation of the proposed Project will comply with the Massachusetts DEP Noise Policy and City of Boston Noise Regulations, and the Housing Urban Development (HUD) noise guideline (See **Section 4.4**).

This acoustical analysis involved five steps: (1) establishment of pre-construction ambient sound levels in the vicinity of the Site; (2) identification of potential major noise sources; (3) development of noise source terms based on manufacturer specifications (where available) and similar project designs; (4) conservative predictions of maximum sound level impacts at sensitive locations using industry standard acoustic methodology; and (5) determination of compliance with applicable City of Boston noise regulations, ordinances and guidelines and with the DEP Noise Policy.

Nighttime ambient baseline sound level (L_{90}) monitoring was conducted at three locations deemed to be representative of the nearby residential areas, during the time period when human activity is at a minimum and any future noise would be most noticeable. The lowest nighttime L_{90} measured in the Project area was 40.9 dBA.

The design for the Proposed Project is expected to include the following significant mechanical equipment:

- One (1) Carrier Ultra Low Sound Model 30RAP150 air cooled chiller unit.

To minimize the sound level at nearby residences, the following noise mitigation specifications will be incorporated into the final engineering design of the Proposed Project, as necessary, to comply with the applicable sound level criteria:

- The proposed air cooled chiller unit will be fully enclosed with a sound wall with a minimum height of 10 feet, or
- A quieter air cooled chiller will be specified as the mechanical equipment for the Proposed Project is further developed.

The Proposed Project will not create a noise nuisance condition and will fully comply with the most stringent sound level limits set by the Massachusetts DEP Noise Policy, City of Boston Noise Regulations and the HUD Noise Guideline.

1.4.9 Stormwater Management and Water Quality

The Proposed Project is expected to substantially improve the water quality (See **Section 4.5**) and will meet the Boston Water and Sewer Commission (BWSC) Site Plan requirements. The Project will result in an increase in impervious area, but will improve the quality and attenuate the quantity of stormwater runoff being discharged to BWSC storm drain system through the installation of an on-site infiltration system. It is anticipated that the equivalent of 1-inch over the site's impervious area can be recharged.

1.4.10 Solid and Hazardous Waste

Solid Waste

During the preparation of the Site, debris, including asphalt, trash, and demolition debris will be removed from the Project Site. The Proponent will ensure that waste removal and disposal during construction and operation will be in conformance with the City and DEP's Regulations for Solid Waste.

In order to meet the requirements for the Boston Environmental Department and the LEED™ rating system, the Project will include space dedicated to the storage and collection of recyclables, including dedicated dumpsters at the loading area. The recycling program will meet or exceed the City's guidelines, and provide areas for waste paper and newspaper, metal, glass, and plastics (21 through 27, co-mingled).

Hazardous Waste

Cooperstown Environmental LLC (Cooperstown) conducted a Phase I Environmental Site Assessment (ESA) at 267 Old Colony Avenue ("Subject Site") in South Boston. The ESA described the history of the Subject Site and adjoining properties dating back to 1888. The ESA found no evidence of recognized environmental conditions (REC's) in connection with the Subject Property as more fully described in **Section 4.6.2.**

1.4.11 Geotechnical/Groundwater Impacts Analysis

Based on the results of the explorations performed at the project site by the Project's geotechnical consultant, Kevin Martin, P.E., fill was encountered to depths of approximately 4 to 9 feet below-grade. The fill was determined to be generally granular (sand and gravel, little silt, and cobbles) with embedded rubble (brick, concrete, masonry, etc.), and generally compact. Other fill was also expected given the existing foundations, intersecting utilities and existing construction. Test bore refusal, apparent bedrock, was encountered at depths of approximately 11-20 feet (typically at approximately 13 feet). Groundwater was encountered at approximately 7 to 10 feet below-grade. The subgrade conditions are favorable for supporting the proposed building on a conventional spread footing foundation. Undocumented fill soils identified, however, were not considered suitable for foundation support. As such, these soils, abandoned foundations, intersecting utilities (from a discontinued roadway [Tremont Street] that formerly intersected the project site), and other questionable matter was recommended to be fully removed from the proposed building footprint.

The geotechnical engineer also recommended that a geotechnical engineer be retained to review foundation subgrade conditions and preparation during construction. The more complete geotechnical/groundwater analysis is contained in **Section 4.7.**

1.4.12 Construction Impacts Analysis

Section 4.8 describes impacts likely to result from the Proposed Project's construction and the steps that will be taken to avoid or minimize environmental and transportation-related impacts. The Proponent will employ a construction manager that will be responsible for developing a construction phasing and staging plan and for coordinating construction activities with all appropriate regulatory agencies. The Project's geotechnical consultant will provide consulting services associated with foundation design recommendations, prepare geotechnical specifications, and review the construction contractor's proposed procedures.

Construction is expected to commence in the 3rd quarter 2019 and will require approximately 18 months to complete with occupancy estimated to occur in 2021.

The Proponent will comply with applicable state and local regulations governing construction of the Project. The Proponent will require that the general contractor comply with the Construction Management Plan ("CMP") developed in consultation with and approved by the Boston Transportation Department ("BTD"), prior to the commencement of construction. The construction manager will be bound by the CMP, which will establish the guidelines for the duration of the Project and will include specific mitigation measures and staging plans to minimize impacts on abutters.

Most construction activities will be accommodated within the current site boundaries. Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be addressed in detail in a Construction Management Plan to be filed with BTD in accordance with the City's transportation maintenance plan requirements. To minimize transportation impacts during the construction period, there will be limited construction worker parking on-site, carpooling will be encouraged, secure on-site spaces will be provided for workers' supplies and tools so they do not have to be brought to the site each day, and subsidies for MBTA passes will be considered. The Construction Management Plan to be executed with the City prior to commencement of construction will document all committed measures.

1.4.13 Wetlands/Flood Hazard Zone

The existing Project Site is not a part of a wetland resource area regulated by the Massachusetts Wetland Protection Act. Based on the Preliminary Flood Insurance Rate Maps (FIRM) for Suffolk County (Sheet 250286, effective 03/16/16), the Project site is located in an Area of Minimal Flood

Hazard (Zone X) and is not located in a special flood hazard area, floodway area, open water, or other flood area, although a FEMA 100-year floodplain is located within ½ mile of the Site.

1.4.14 Historic Resources Component

According to files at the Massachusetts Historical Commission, there are no structures listed in the National or State Register of Historic Places, or the Inventory of Historical and Archaeological Assets of the Commonwealth on-site. It is not expected that the Project will cause adverse impacts on the historic or architectural elements of nearby historic resources outside the Project Site (see **Section 5.0**).

1.4.15 Infrastructure Systems Component

An infrastructure system's analysis was completed by Howard Stein Hudson Associates ("HSH"), the Project's Civil Engineers. The existing infrastructure surrounding the site appears sufficient to service the needs of the Proposed Project. **Section 6.0** describes the existing sewer, water, and drainage systems surrounding the site and explains how these systems will service the development. The analysis also discusses any anticipated Project-related impacts on the required utilities and identifies mitigation measures to address potential project impacts.

1.4.16 Transportation Component

Section 7.0 presents the comprehensive transportation study completed by HSH for the proposed Project in conformance with the BTD Transportation Access Plan Guidelines (2001). The study analyzes existing conditions within the Project study area, as well as conditions forecast to be in place under the seven-year planning horizon of 2025.

The Project is situated to take advantage of the numerous public transportation opportunities in the area of Andrew Station, which serves the MBTA's Red Line subway. It is expected that due to the availability of public transportation and the walkability of the surrounding neighborhood, the Project will rely on alternative non-vehicular modes of transportation to access the site. The existing use of the site includes three existing commercial spaces with a surface parking lot and three large curb-cuts.

Vehicular access to the Project site will be provided by one relocated curb cut along Dorchester Street. All other existing curb cuts along Dorchester Street and Old Colony Avenue will be closed as part of the Project. Access to the Project will be limited to right-in/right-out maneuvers only. The curb cut will provide access to a parking garage with capacity of up to 61 vehicles as well as loading and service vehicles. Based on the nature of the location of the Project, including its proximity to nearby transit opportunities, vehicle and bike share outlets, and the walkability of the surrounding neighborhood, it is expected that the parking supply will accommodate the overall parking demand for the Project. The Project will also provide secure and covered storage for

approximately 61 bicycles. Loading/service, trash/recycling, and move-in/move-out activity will occur on-site within the underground garage.

Primary pedestrian access to the residential lobby will be provided along Old Colony Avenue and access to the three commercial spaces will be located around the site along both Dorchester Street and Old Colony Avenue. The Proponent is committed to upgrading all abutting sidewalks to comply with Boston Complete Street Guidelines and ADA accessibility standards.

The Proponent is committed to implementing a transportation demand management ("TDM") program that supports the City's efforts to reduce dependency on the automobile by encouraging alternatives to driving alone, especially during the peak travel periods. Proposed measures include but are not limited to designating an on-site transportation coordinator, secure covered bicycle parking, transit incentives, and vehicle and bike-sharing incentive programs for residents.

The transportation analysis employed mode use data for the area surrounding the Project site based on the 2017 American Community Survey (ACS) 5-year estimates from the U.S. Census and from BTD data for the surrounding neighborhoods. The report identifies the number of trips expected to be generated by the Project by mode (walk, bicycle, transit, and vehicle). Due to the transit-oriented nature of the Project and non-automobile ownership alternatives such as Zipcar and Hubway, it is anticipated that many of the Project-generated trips will occur via transit, on foot, and by bicycle.

The Project is expected to generate approximately 17 trips during the weekday a.m. peak hour and 32 trips during the weekday p.m. peak hour. Existing trips from the site were not considered, as some of the commercial spaces are no longer operational. The Project will not have any adverse effect on the existing roadway network.

A detailed traffic operations analysis was conducted for the nearby intersections including the following:

- Andrew Square, Dorchester Avenue/Dorchester Street/Southampton Street/Preble Street/Boston Street (signalized); and
- Dorchester Street/Old Colony Avenue.

1.4.17 Response to Climate Change Questionnaire

Please see **Appendix E** for the Proponent's Response to the City of Boston's Climate Change Questionnaire.

1.4.18 Response to City of Boston Accessibility Guidelines

Please see **Appendix F** for the Proponent's Response to the City of Boston's Accessibility Guidelines.

1.4.19 Response to BPDA Broadband Questionnaire

Please see **Appendix G** for the Proponent's Response to the BPDA Broadband Questionnaire.

2.0 GENERAL INFORMATION

2.1 Applicant Information

2.1.1 Project Proponent

The Proponent is 267 Old Colony, LLC, a Massachusetts limited liability company formed for the express purpose of completing the 267 Old Colony Avenue Mixed-Use Development Project. Its managers, Michael Moore, Joseph Allen, and Seamus Moore, have over two decades of experience successfully developing residential projects in Boston, particularly in the South Boston market.

All these managers have been members of Oranmore Enterprises LLC, a real-estate development company that has been in operation since 2002 and has completed many projects in South Boston including the St. Augustine's Church residential conversion project and 637 East First Street, South Boston.

The Proponent has a strong and established working relationship with several major local lenders, a record of proven financial security, and intends to finance the construction and development of the Project using traditional institutional lender financing.

2.1.2 Project Team

Project Name	Trimount Place (267 Old Colony Ave, So. Boston)
Property Purchaser / Developer	**267 Old Colony LLC,** 36 Central Avenue, Unit C-2 Milton, MA 02186 Michael Moore Tel: 617-296-4548 brencoconstruction@gmail.com Seamus Moore seamiemoore72@gmail.com Patrick Costello patcos@gmail.com
Article 80 Permitting Consultant	**Mitchell L. Fischman ("MLF") Consulting LLC** 41 Brush Hill Road Newton, MA 02461 Tel: 781-760-1726 Mitchell Fischman mitchfischman@gmail.com

Legal Counsel	**Adams & Morancy, P.C.** 350 West Broadway South Boston, MA 02127 Tel: 617-269-5800 George Morancy, Esq. gmorancy@admorlaw.com
Public/Agency Outreach	**MJR Consulting LLC** 15 Broad Street Boston, MA 02109 Tel: 617-686-4034 Joe Rull joerull@mjr-consultants.com
Architect	**Stefanov Architects, Inc** 423 West Broadway, Suite 404 South Boston, MA Tel: 617-765-0543 Douglas Stefanov info@stefanovarch.com Maria Lavilla mstefanovarchitects@gmail.com
Landscape Architect	**BSC Group** 803 Summer Street Boston, MA 02127 Tel: 617-896-4327 Monique Hall mhall@bscgroup.com
Transportation Planner / Engineer	**Howard Stein Hudson** 11 Beacon Street, Suite 1010 Boston, MA 02108 Tel: 617-482-7080 Brian Beisel, P.E. bbeisel@hshassoc.com Michael Littman mlittman@hshassoc.com

Civil Engineer/ Infrastructure	**Howard Stein Hudson** 11 Beacon Street, Suite 1010 Boston, MA 02108 Tel: 617-482-7080 Rick Latini, P.E. rlatini@hshassoc.com Jay Carroll, P.E. jcarroll@hshassoc.com
Sustainability Consultant	**Soden Sustainability Consulting** 19 Richardson Street Winchester, MA 01890 Tel: 617-372-7857 Colleen Ryan Soden, LEED AP BD+C colleen@sodensustainability.com
Noise and Air Consultant	**Tech Environmental, Inc.** Hobbs Brook Office Park 303 Wyman Street, Suite 295 Waltham, MA 02451 Tel: 781-890-2220 Marc C. Wallace mwallace@techenv.com
Daylight Consultant	**VHB** 101 Walnut Street Watertown, MA 02471 Tel: 617-924-1770 Seth Latrell slattrell@vhb.com
Geotechnical Engineer	**Kevin Martin, P.E.** 7 Marshall Road Hampstead, NH 03841 Tel: 781-718-4084 kevinmartinpe@aol.com
Environmental / 21E Engineer	**Cooperstown Environmental LLC** 23 Main Street Andover, MA 01810 Tel: 978-470-4755 www.copperstownenv.com

MEP	**Environmental Design Engineers** 1185 Washington Street West Newton, MA 02465 Tel: 617-969-7700 Kaz Safari ksafari@edemep.com
Surveyor	**Otte & Dwyer** Land Surveyors 59 Appleton Street Saugus, MA 01906 Tel: 781-233-8155
Construction Commencement	2nd Quarter 2020
Construction Completion	2nd Quarter 2022
Status of Project Design	Schematic

2.1.3 Legal Information

Legal Judgments or Actions Pending Concerning the Proposed Project

None.

History of Tax Arrears on Property Owned in Boston by the Applicant

There is no current or past history of tax arrears on property owned by the Applicant.

Nature and Extent of Any and All Public Easements

The Site is bounded by utility easements for sewer, electric, telephone and gas, and one or more private use easements that are accounted for in the Project's design. Additionally, there are utilities that cross the Site.

2.1.4 Public Benefits

The Proposed Project will provide substantial public benefits to the City of Boston and the South Boston neighborhood. The Proposed Project will:

- Create 64 new housing units, and based on the current number of proposed housing units, 11 of these units will be affordable units in accordance with the City's Inclusionary Development Policy (IDP) and the BPDA approved Plan for South Boston's Dorchester Avenue (Old Colony Avenue) corridor;
- Add approximately 7,911 square feet of new commercial space to serve the needs of the surrounding neighborhood;
- Introduce new neighborhood residents who will provide support to the local community and utilize local businesses;
- Encourage the use of alternative modes of transportation, such as mass transit, ride-sharing services and bicycle use;
- Improve the safety and visual appearance of the site by eliminating large areas of existing curb-cuts along Dorchester Street and Old Colony Avenue, and an unattractive single-story commercial building and a large surface parking lot;
- Explore the planting of new street trees, widened sidewalks, and other streetscape amenities to improve and enhance pedestrian access and landscape experience;
- Establish a premier example of sustainable construction and development;
- Create many temporary new jobs in the construction and building trade industries; and
- Substantially add to the real estate property taxes for the City of Boston.

2.2 Regulatory Controls and Permits

2.2.1 Zoning Overview

The Project Site is located predominantly within an L-1 Local Business zoning subdistrict under the Base Code, with a very small portion located within an MFR Multifamily subdistrict sub-district of the South Boston Neighborhood District, Article 68 of the Code. The Site's existing zoning allows, under both L-1 and MFR, for new multi-family residential and mixed-use buildings of the sort contemplated by the Proposed Project, but certain dimensional characteristics of the proposed building would require relief from the terms of the Boston Zoning Code.

The Site is located within the area of the South Boston Dorchester Avenue Planning Initiative, a planning initiative commenced by the BPDA and the City of Boston for the purpose of ensuring that the 144-acre Study Area is strategically planned for a broader type of uses and a scale of development best suited to the future growth of the Dorchester Avenue (Old Colony Avenue) corridor.

A product of months of intensive participation by a broad group of area residents, property owners, business owners, advocates, public agencies, and other stakeholders, the Plan, as already approved by the BPDA Board of Directors, details a framework for new zoning for the area that will allow for future growth in a manner that is consistent with the community's vision. The development team has taken great care to work within the applicable framework of the Plan, with respect to

building height, density, setbacks, parking, and design, in order to achieve a Proposed Project that achieves to the objectives of the Plan. The surrounding neighborhood is a mix of commercial/retail and residential uses. While 61 off-street garage spaces are currently programmed, the final amount of off-street parking and loading will be reviewed and determined by the BPDA pursuant to the provisions of the Article 80B Large Project review process.

2.2.2 Boston Zoning Code – Use Requirements

The Proposed Project will include residential and commercial space and accessory uses thereto. Multifamily residential use is an allowed use within the relevant zoning sub-district, as are most commercial uses that are envisioned for inclusion in the new development.

2.2.3 Boston Zoning Code – Dimensional Requirements

The Proposed Project will include approximately 79,067 square feet of gross floor area on a site that consists of 21,418 square feet of land, for a resulting projected floor area ratio of approximately 3.7. Current zoning establishes a maximum Floor Area Ratio (FAR) of 2.0 under the MFR zoning and 1.0 under the L-1 zoning. The applicable dimensional regulations under zoning require, depending on application of MFR or L-1 requirements, a front setback as determined by Article 80 review, side setbacks ranging from five to twenty feet, a rear setback of from twenty feet to thirty feet, and a maximum building height of thirty-five or forty feet. Article 68 requires 200 square feet of usable open space per dwelling unit, while L-1 zoning requires 400 square feet. The proposed building is designed to reach a height of sixty feet. Variances will be required for building height, FAR, insufficient lot area for additional dwelling units, side yard setback, and rear yard setback. The Site is not within the area of the South Boston Interim Planning Overlay District. See **Table 2-1** for dimensional requirements and proposed project dimensions.

For a project that is subject to Large Project Review, required off-street parking spaces and off-street loading facilities are expected to be determined as a part of the Large Project Review process in accordance with the provisions of Article 80B of the Boston Zoning Code. Design elements of the Proposed Project will also be reviewed pursuant to Large Project Review.

Table 2-1. L1 (H-1-50) and MFR Subdistricts - Dimensional Requirements

Dimensional Element	L1 (H-1-50)[1] Subdistrict (Base Code)	MFR (Article 68)	Proposed Project	Zoning Relief Expected to Be Requested
Minimum Lot Size	5,000 SF	None	21,418 SF	No
Lot Area for Additional Units	1,000 SF Per Unit	None	21,418 SF	Yes
Max. Floor Area Ratio	1.0	2.0	3.7	Yes
Max. Building Height	35' - 3 Stories	40'	60'	Yes
Useable Open Space	400 SF Per Dwelling Unit	200 SF Per Dwelling Unit	6,452 SF	Yes
Minimum Lot Width	50'	20'	226'	No
Minimum Lot Frontage	50'	20'	226'	No
Minimum Front Yard	20'	5'	3'	Yes
Minimum Side Yard	10' plus 1/20 wall length	3'	1'	Yes
Minimum Rear Yard	30'	20'	3'	Yes
Minimum Number of Parking Spaces	Per Article 80	Per Article 80	89	No
Minimum Number of Loading Spaces	Per Article 80	Per Article 80	1	No

Notes: Off-Street Parking and Loading Requirements are determined by the BPDA as part of the Article 80 Large Project Review Process, and proposed dimensional data may change in accordance with BPDA requirements during ongoing design review.

[1] See Section 13-4. Dwellings in Nonresidential Districts. Any dwelling in an L, B, M, I, MER or W district shall conform to the lot area, lot width, usable open space, and yard requirements for the nearest S, R or H district, or in the case of any dwelling in a B-8 or B-10 district, to the lot area, lot width, usable open space and yard requirements for the least restricted residence district; provided however, that if the nearest S, R, or H district, or the least restricted residence district does not specify a minimum lot width, any such dwelling shall have a minimum street frontage of not less than 50 feet.

Table 2-2. Preliminary List of Permits or Other Approvals Which May be Sought

Agency Name	Permit or Action*
Local Agencies	
Boston Planning and Development Agency	Article 80 Review and Execution of Related Agreements; Section 80B-6 Certificate of Compliance
Boston Public Safety Commission Committee on Licenses	Garage License, Flammable Fuels
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan
Boston Department of Public Works Public Improvements Commission	Possible Sidewalk Repair Plan; Curb-Cut Permit; Street/Sidewalk Occupancy Permit; Permit for Street Opening
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer Commission	Approval for Sewer and Water and Connections; Construction Site Dewatering; and Storm Drainage
Boston Department of Inspectional Services	Building Permits; Certificates of Occupancy; Other Construction-Related Permits

*This is a permitting list based on project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.

2.3 Public Review Process and Agency Coordination

In support of the required Article 80 Large Project Review process, the Proponent has conducted, and will continue to conduct, community outreach with neighbors and abutters of the Site, including meetings and discussions with the elected representatives and officials from the area, and with area residents.

This process has included outreach and discussions with the leadership of the Andrew Square Civic Association as well as South Boston elected officials and their representatives.

The Proponent has also discussed the Proposed Project with representatives of the Boston Planning and Development Agency prior to filing this Project Notification Form in order to identify issues/concerns as well as design requirements related to the Project.

In accordance with Article 80 requirements, an Impact Advisory Committee ("IAG") has been formed and neighborhood meeting will be scheduled to review the PNF and receive community comments on the Project during the PNF public review period.

The Proponent will continue to meet with public agencies, neighborhood representatives, local business organizations, abutting property owners, and other interested parties, and will follow the requirements of Article 80 pertaining to the public review process.

2.4 Development Impact Payment ("DIP") Status

Based on current schematic design plans, it is not anticipated that Development Impact Payments ("DIP"), in accordance with Article 80B-7 of the Code, will be required as the Proposed Project is expected to be below the 100,000 gsf threshold for non-residential uses where DIP is required.

3.0 URBAN DESIGN AND SUSTAINABILITY COMPONENT

3.1 Urban Design Overview

The proposed building is a five-story mixed use building. The first floor contains commercial spaces, an enclosed parking garage for 61 cars, a trash recycling room and bicycle parking. The site is situated on the busy intersection of Old Colony Avenue and Dorchester Street, across from the Boston Housing Authority's Old Colony housing complex on Old Colony Avenue, and the proposed Washington Village site is across Dorchester Street. This proposed building is a short walk to the MBTA Andrew Square Redline station and bus terminal. The proposed building is similar in scale to some recently developed residential buildings and is smaller than proposed buildings on the opposite face on Dorchester Street at the Washington Village site. This site is currently occupied by a single-story strip mall of several small retail spaces, and has been ruled of no architectural significance by Boston Landmarks Commission pursuant to the Article 85 process.

Local civic groups have expressed the strong interest in having a restaurant, coffee shop and other local retail businesses on this site to enhance the neighborhood with a pedestrian friendly streetscape. Street trees, landscaping, and bicycle lock up locations would accompany the ample sidewalks that would adhere to the City's Complete Streets dimensions, these elements would help keep the sidewalk at a pedestrian scale with a sign band above the first-floor commercial storefront to appeal to passing vehicular traffic.

The mass of the building is scaled down by breaking the façade of the building into smaller areas with the introduction of recessed vertical areas finished in a surface of a different color and texture. Parts of the fifth floor are stepped back from the floor to reduce the apparent height of the building. Horizontally the first floor is treated as a base of the building with commercial storefront, brick and planters separated from the second floor with a sign band. The main body of the building is clad in both smooth and textured terra cotta tiles which speak a masonry vocabulary and a civic minded steadfast building. The façade is punctuated by operable glazed fenestration. The main corner of the building is rounded with segmented tiles with a recessed entrance to the commercial space on the first floor. The garage entrance and exit are at the end of the building on Dorchester Street with a large garage door slightly recessed into the building.

The urban design drawings and LEED v4 BD+C Checklist are included at the end of this section (**Figures 3-1** thru **3-19**).

3.2 Building Design

The proposed five-story building is designed to be modern and using materials that have traditional civic heritage, using hard masonry surfaces along the major thoroughfares of Old Colony Avenue and Dorchester Street coming together with a gently curved corner parting the oncoming traffic outbound on Old Colony and towards Andrew Square on Dorchester Street. This is echoed by a curved recessed building shape extending down Old Colony Avenue signifying the main residential entrance.

The building is designed to follow the lot lines on Old Colony Avenue and Dorchester Street setback to achieve Complete Street's sidewalks populated with Street trees and planters. The base of the building is commercial for local businesses and food service, and the upper four floors are residential with ample glazing to the units. The units in plan are wrapped around a double loaded corridor in a U-shaped building plan. A light well lies in the center of the building facing the back of the building allowing for light and air for the units towards the core. The Terra Cotta exterior sheathing on the main facades is to reference a grand civic building that would reference a masonry heritage and long-lasting presence. The exterior material changes as it turns the corners towards the residential neighbors. This would be a wood grain fiber cement panel, a friendly natural looking material.

The vehicular access and exit are at one end of the building on Dorchester Street as this is not as busy as Old Colony Avenue. This is through a large operable garage door slightly recessed from the main face of the building.

The urban design drawings and LEED v4 BD+C Checklist are included at the end of this section (**Figures 3-1** thru **3-19**).

3.3 Landscape Design

The existing sidewalks along Dorchester Street and Old Colony Avenue will be widened to a minimum of width of 10'-0". All existing curb-cuts will be eliminated except for the single narrow garage and loading access along Dorchester Street, providing more public parking along both Dorchester Street and Old Colony Avenue. The pedestrian walkway zone (5'-6" minimum clear width) will consist of sawcut concrete paving. The widened sidewalks will also feature a greenscape/site furnishing zone (+/- 4'), a building frontage zone with accent planters (12"), and a 6" granite curb at the roadway. Landscape planting in the greenscape/site furnishing zone will provide 13 new street trees in large tree planting pits (4' x 10' typical size). Bike racks will be installed at the greenscape/site furnishing zone to accommodate 20 bicycles.

Special paving along the sidewalk includes unit paving denoting building entrances and at the frontage zone (first 12" of sidewalk abutting the building façade and contained within the property line). At the greenscape/site furnishing zone, permeable unit paving over structural soils or Silva Cells will supplement soil volumes available to tree root systems, helping to support the growth of large street tree canopies.

At the second floor, an outdoor courtyard provides 2,000 square feet of common amenity space that includes passive seating and outdoor dining opportunities.

The upper roof encompasses 11,615 sf of open space that includes a pet relief area (2,070 sf), community gardens (2,050 sf), wood boardwalks and drought tolerant buffer plantings consisting of ornamental grasses and flowering perennials.

3.4 Sustainable Design/Energy Conservation

The proposed project involves developing a new approximately 79,000 gross square feet building, containing 64 residential units and 7,911 square feet of ground floor commercial space, served by 61 garage parking spaces located at 267 Old Colony Avenue, Boston.

To meet the City of Boston Requirements the project is demonstrating the compliance with the LEED BD&C v4 criteria. The project is currently tracking 53 points in the YES column with 22 in the study column. Further study over the coming weeks and months will determine final credit achievement. We have outlined in the narrative below, how the project intends to achieve the prerequisites and credits for the LEED BD&C v4 certification.

3.4.1 Introduction

Sustainability informs every design decision. Enduring and efficient buildings conserve embodied energy and preserve natural resources. The project embraces the opportunity to positively influence the urban environment. Its urban location takes advantage of existing infrastructure while some access to mass transportation will reduce dependence on single occupant vehicle trips and minimize transportation impacts.

The Proponent and the Project design team are committed to an integrated design approach and are using the LEED Building Design and Construction v4 rating system and intend to meet certification as presented above. This rating will meet or exceed Boston's Green Building standard. The LEED rating system tracks the sustainable features of the project by achieving points in following categories: Location & Transportation; Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; Indoor Environmental Quality; and Innovation and Design Process.

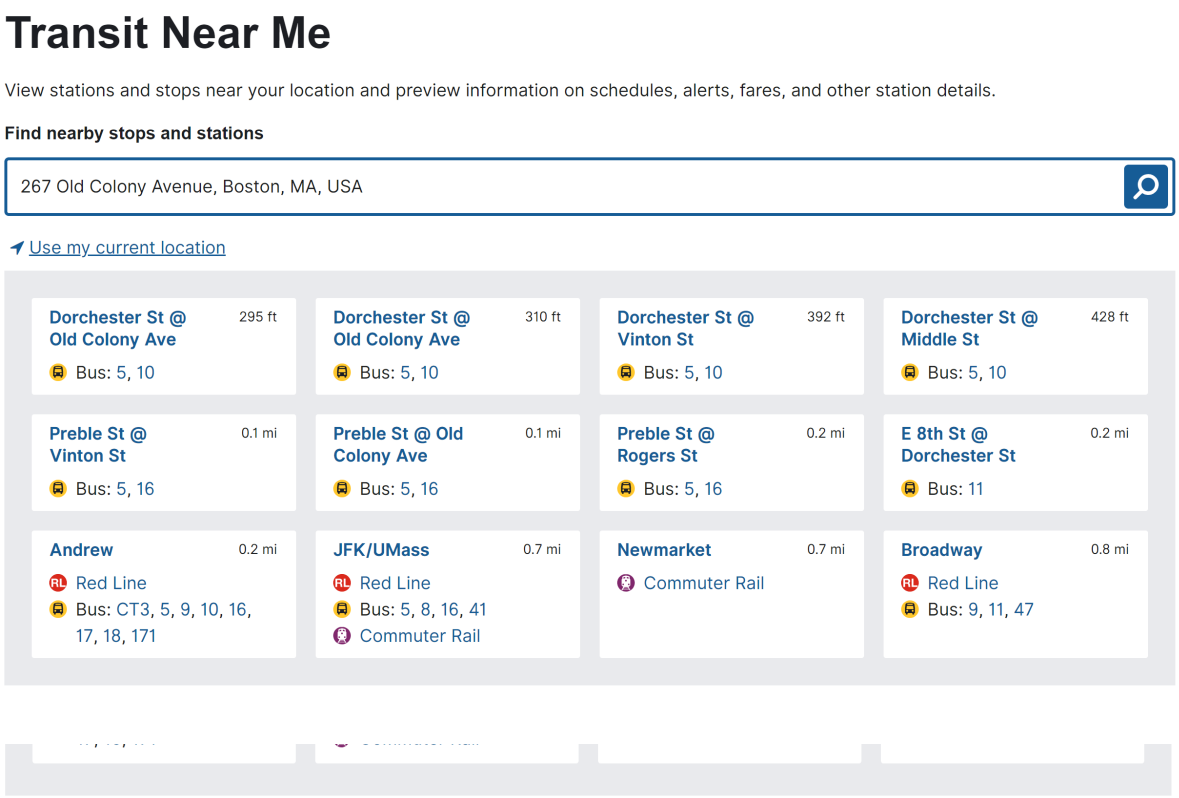
3.4.2 Location and Transportation

The Location and Transportation credit category encourages development on previously developed land, minimizing a building's impact on ecosystems and waterways, regionally appropriate landscaping, smart transportation choices.

The site is located on a site that has been previously developed earning sensitive land protection. The site is also located on a site with some soil contamination may be present. The project is undergoing Phase II assessment. If contamination is found, we will perform remediation to the meet the requirements.

The site is located on a site whose surrounding existing density within a ¼-mile [400-meter] radius of the project boundary and provided dozens of amenities within 0.5 mile of the project site.

The project provides access to quality transit as the project is located within 0.2 miles of bus CT3, 5, 10, 11, 16, 17, 18, and 171 and the Red Line Andrew Stop. The project achieves all the transit points.



.

Bus/Train	Weekday	Weekend
5	8	8
10	42	36
16	66	35
11	77	47
Andrew Sq. Redline	**185**	**66**
ct 3	24	0
9	82	53
17	53	43
18	17	11
Total	**488**	**264**

The project is providing bicycle facilities and showers for the occupants of the building along with bicycle parking spots for visitors, far exceeding the LEED requirement. The project also achieves a 40% parking reduction from the LEED baseline.

Units	#	LEED Parking	total	40% red
1 bed	30	30 X 1.5 = 45	105	63
2 bed	34	36 X 1.15 = 39.1	provided	59

3.4.3 Sustainable Sites

The development of sustainable sites is at the core of sustainable design, stormwater runoff management, and reduction of erosion, light pollution, heat island effect, and pollution related to construction and site maintenance are critical to lessening the impact of development.

The project will create and implement an erosion and sedimentation control plan for all construction activities associated with the project. The plan will conform to the erosion and sedimentation requirements of the 2012 U.S. Environmental Protection Agency (EPA) Construction General Permit (CGP) or local equivalent, whichever is more stringent. Careful assessment of the site and location selection is part of our site assessment analysis for LEED.

In order to reduce the impact of urban heat island effect all the roofing and hardscape material will be low SRI or vegetated. The project is also pursuing Light Pollution Reduction.

3.4.4 Water Efficiency

Buildings are major users of our potable water supply and conservation of water preserves a natural resource while reducing the amount of energy and chemicals used for sewage treatment. The goal of the Water Efficiency credit category is to encourage smarter use of water, inside and out. Water reduction is typically achieved through more efficient appliances, fixtures and fittings inside and water-wise landscaping outside. To satisfy the requirements of the Water Use Reduction Prerequisite and credit, the project will incorporate water conservation strategies that include low flow plumbing fixtures for water closets and faucets. The landscape will be designed so it will reduce the need for potable water for irrigation and select plant material that is native and adaptive.

The project is targeting a minimum of 45% indoor water use reduction from the baseline. All newly installed toilets, urinals, private lavatory faucets, and showerheads that are eligible for labeling will have the Water Sense label. We anticipate needing irrigation for foundation plantings, if required this will be a highly efficient drip system achieving greater than a 50% reduction in potable water use.

The project will install permanent water meters that measure the total potable water use for the building and associated grounds in addition to water meters for two or more of the following water subsystems, as applicable to the project: Irrigation, Indoor plumbing fixtures and fittings, Domestic

hot water, Boiler. Metering data will be compiled into monthly and annual summaries; and will be shared with USGBC the resulting whole-project water usage data.

3.4.5 Energy & Atmosphere

According to the U.S. Department of Energy, buildings use 39% of the energy and 74% of the electricity produced each year in the United States. The Energy and Atmosphere credit category encourages a wide variety of energy strategies: commissioning; energy use monitoring; efficient design and construction; efficient appliances, systems and lighting; the use of renewable and clean sources of energy, generated on-site or off-site; and other innovative practices.

Fundamental Commissioning and Enhanced commissioning will be pursued for the project. Envelope commissioning will also be evaluated as an alternative.

A preliminary whole-building energy simulation was performed for the project demonstrating a minimum improvement of 23.1% energy cost savings according to ANSI/ASHRAE/IESNA Standard 90.1–2010, Appendix G, with errata. The team will continue to analyze efficiency measures during the design process and account for the results in design decision making.

The project will install new or use existing building-level energy meters, or submeters that can be aggregated to provide building-level data representing total building energy consumption (electricity, natural gas, chilled water, steam, fuel oil, propane, biomass, etc). Prereq 4-Fundamental refrigerant management. The project will not use chlorofluorocarbon (CFC)-based refrigerants in new heating, ventilating, air-conditioning, and refrigeration (HVAC&R) systems.

The project will evaluate renewable energy production if it is not possible the building will be solar ready. The project is also evaluating the Advanced Energy Metering.

The project will select refrigerants that are used in heating, ventilating, air-conditioning, and refrigeration (HVAC&R) equipment to minimize or eliminate the emission of compounds that contribute to ozone depletion and climate change. The project will perform the calculations once systems are selected.

The project will also engage in a contract for 50% or 100% of the project's energy from green power, carbon offsets, or renewable energy certificates (RECs).

3.4.6 Materials & Resources

During both construction and operations, buildings generate tremendous waste and use many materials and resources. This credit category encourages the selection of sustainable materials, including those that are harvested and manufactured locally, contain high-recycled content, and are rapidly renewable. It also promotes the reduction of waste through building and material reuse, construction waste management, and ongoing recycling programs.

The project will provide dedicated areas accessible to waste haulers and building occupants for the collection and storage of recyclable materials for the entire building. Collection and storage areas may be separate locations. Recyclable materials will include mixed paper, corrugated cardboard, glass, plastics, and metals. The project will also take appropriate measures for the safe collection, storage, and disposal of two of the following: batteries, mercury-containing lamps, and electronic waste.

The project will develop and implement a construction and demolition waste management plan that will identify at least five materials (both structural and nonstructural) targeted for diversion and approximate a percentage of the overall project waste that these materials represent. The project will divert at least 75% of the total construction and demolition material; diverted materials must include at least four material streams. The project will also consider completing a life-cycle assessment.

Careful material selection will be performed for the project. Where possible the project hopes to integrate products that have Environmental Product Declarations (EPD), Sourcing of raw materials and corporate sustainability reporting, and Material Ingredients disclosures.

3.4.7 Indoor Environmental Quality

The U.S. Environmental Protection Agency estimates that Americans spend about 90% of their day indoors, where the air quality can be significantly worse than outside. The Indoor Environmental Quality credit category promotes strategies that can improve indoor air through low emitting materials selection and increased ventilation. It also promotes access to natural daylight and views.

The project will meet the minimum requirements of ASHRAE Standard 62.1–2010, Sections 4–7, Ventilation for Acceptable Indoor Air Quality (with errata), or a local equivalent, whichever is more stringent.

The project will provide enhanced indoor air quality strategies. The project will provide entryway systems design systems, interior cross-contamination prevention and filtration. The project is also targeting increased ventilation.

The project will target Low emitting materials for all materials within the building interior is defined as everything within the waterproofing membrane. This includes requirements for product manufacturing volatile organic compound (VOC) emissions in the indoor air and the VOC content of materials.

The project will develop and implement an indoor air quality (IAQ) management plan for the construction and preoccupancy phases of the building, meeting or exceeding all applicable recommended control measures of the Sheet Metal and Air Conditioning National Contractors Association (SMACNA) IAQ Guidelines for Occupied Buildings under Construction, 2nd edition, 2007, ANSI/SMACNA 008–2008, Chapter 3. The project will protect absorptive materials stored on-site and installed from moisture damage.

The project prohibits the use of all tobacco products inside the building and within 25 feet (8 meters) of the building entrance during construction. Daylight will be evaluated for energy efficiency opportunities and benefits for the occupants.

3.4.8 Innovation and Design Process

The Innovation in Design and Innovation in Operations credit categories provide additional points for projects that use new and innovative technologies, achieve performance well beyond what is required by LEED credits, or utilize green building strategies that are not specifically addressed elsewhere in LEED. This credit category also rewards projects for including a LEED Accredited Professional on the team to ensure a holistic, integrated approach to design, construction, operations and maintenance. Five credits are being pursued and could include the following.

- Innovation in Design: EP Heat Island
- Innovation in Design: Green Housekeeping
- Innovation in Design: Walkable Sites
- Innovation in Design: Integrated Pest Management
- Innovation in Design: Thermal Comfort Survey

Regional Priority

- Regional Priority: High Priority Site (maybe)
- Regional Priority: Indoor water use reduction (yes)
- Regional Priority: Optimize Energy (maybe)
- Regional Priority: Renewable Energy (maybe)

3.5 Urban Design Drawings and LEED Checklist

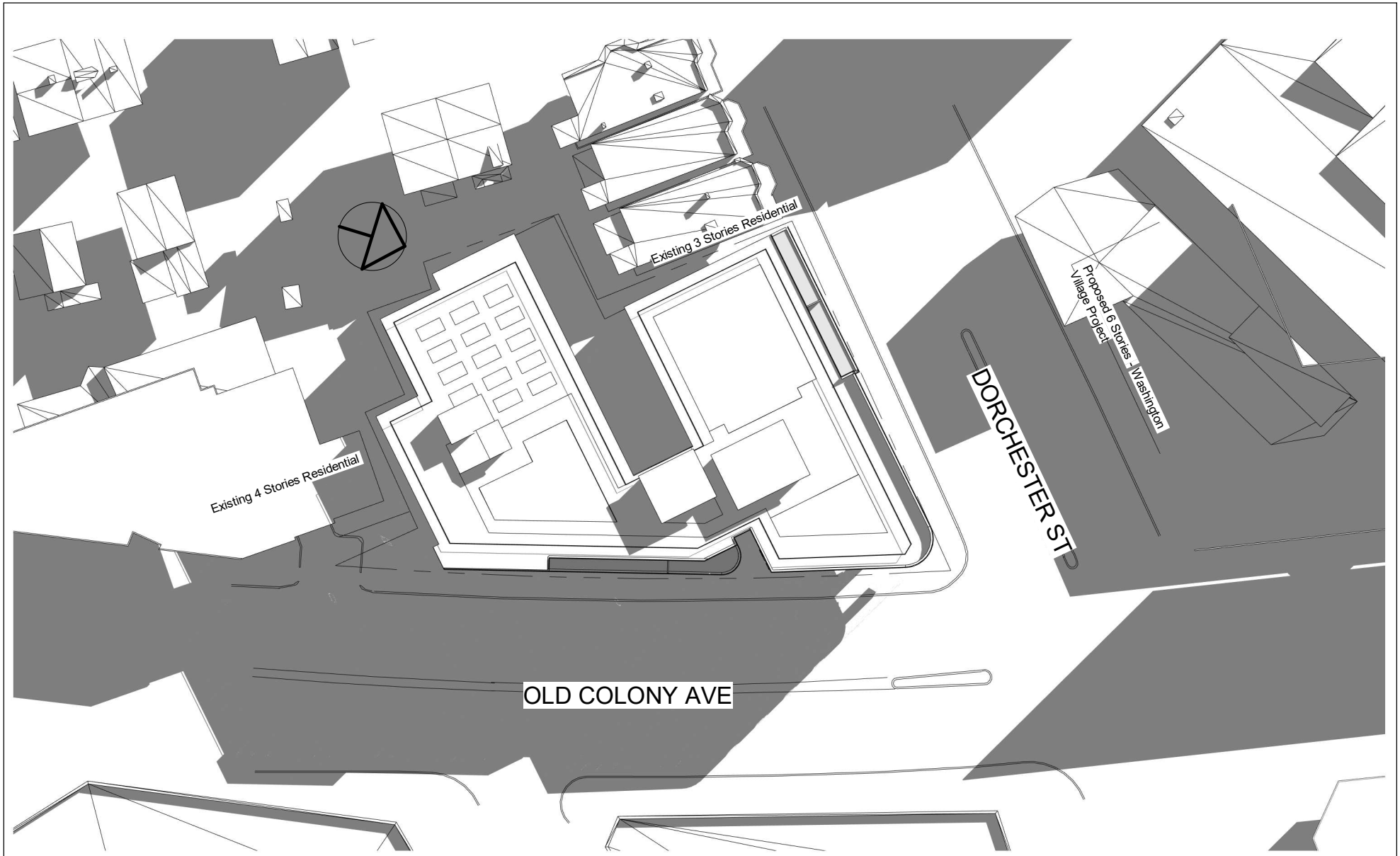
Urban design drawings and renderings depicting the Proposed Project and the LEED BD&C v4 Checklist include:

Figure 3-1. Proposed Development Aerial View
Figure 3-2. Proposed Site Plan View
Figure 3-3. Ground Floor Landscape Plan
Figure 3-4. Second Floor Landscape Plan
Figure 3-5. Roof Level Landscape Plan
Figure 3-6. First Floor Plan with Enclosed Garage
Figure 3-7. Typical 2nd Through 5th Floor Plans
Figure 3-8. Fifth Floor Plan
Figure 3-9. Roof Level
Figure 3-10. Old Colony Avenue Elevation
Figure 3-11. Dorchester Street Elevation
Figure 3-12. Rear Elevation Towards Jenkins Street
Figure 3-13. South Elevation Along Old Colony Avenue
Figure 3-14. Longitudinal Section Looking Southwest
Figure 3-15. Cross Section Looking Southeast
Figure 3-16. Perspective at Corner - Old Colony Avenue & Dorchester Street
Figure 3-17. Perspective from Dorchester Street Looking Northeast to the Site
Figure 3-18. Perspective from Old Colony Avenue Looking North to the Site
Figure 3-19. LEED v4 BD+C: New Construction and Major Renovation



Proposed Development Aerial View

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-1



Proposed Site Plan View

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-2



FIRST FLOOR LANDSCAPE PLAN

267 OLD COLONY

ORANMORE ENTERPRISES, LLC

Revised 03/06/2019

STEFANOVARCHITECTS BSC GROUP

Ground Floor Landscape Plan

STEFANOVARCHITECTS	267 Old Colony Ave.	Figure 3-3



SECOND FLOOR LANDSCAPE PLAN

267 OLD COLONY

ORANMORE ENTERPRISES, LLC

Revised 03/06/2019

0 5' 10' 20' 30'

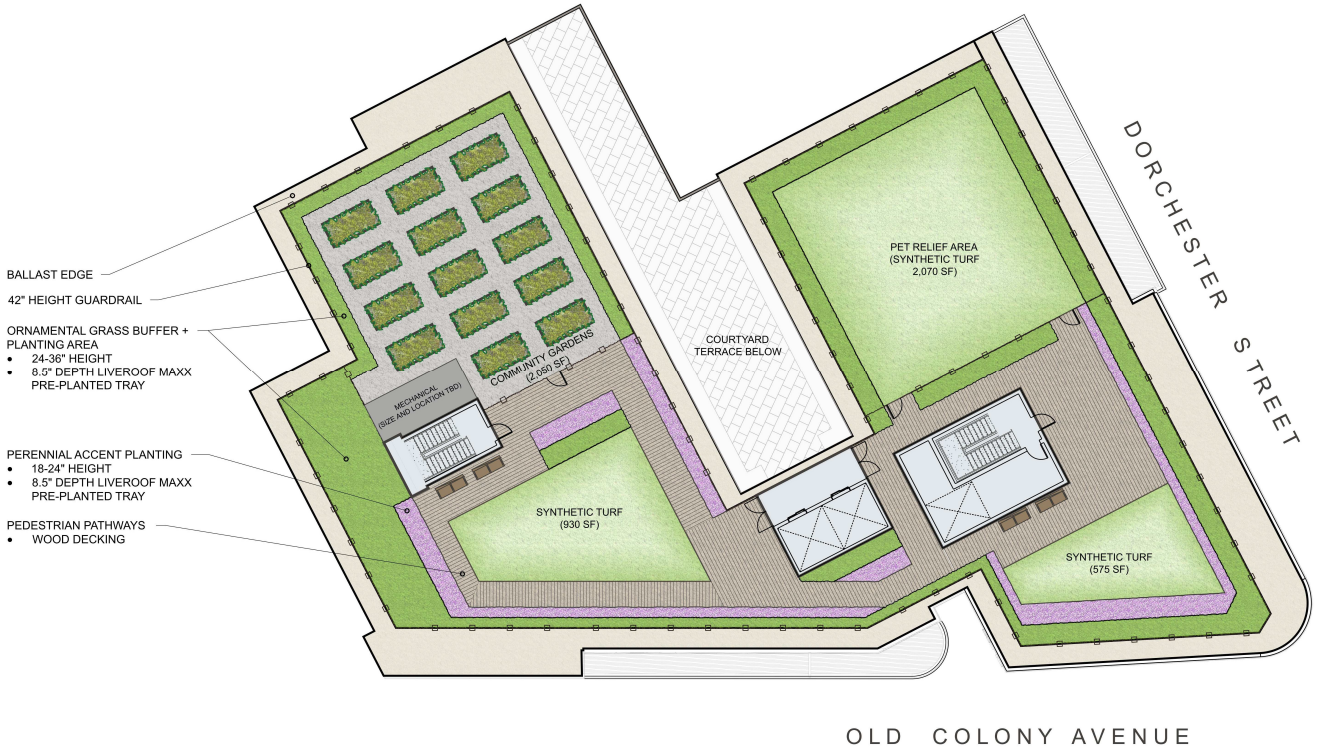
scale: 1" = 10'-0"

north

STEFANOVARCHITECTS BSC GROUP

Second Floor Landscape Plan

STEFANOVARCHITECTS	267 Old Colony Ave.	Figure 3-4



ROOF LEVEL LANDSCAPE PLAN

267 OLD COLONY

ORANMORE ENTERPRISES, LLC

Revised 03/06/2019

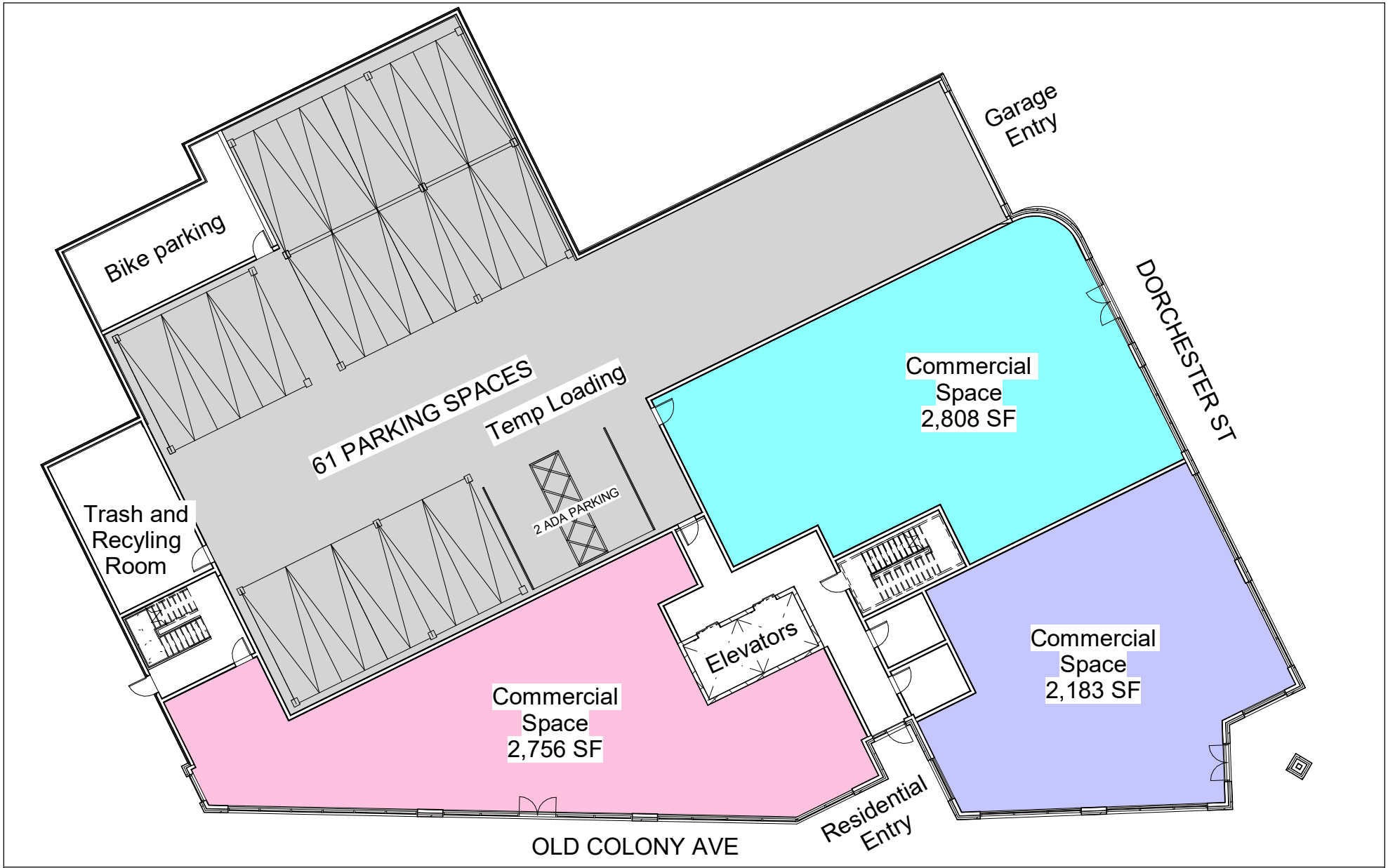
0 5' 10' 20' 30' north

scale: 1" = 10'-0"

STEFANOVARCHITECTS BSC GROUP

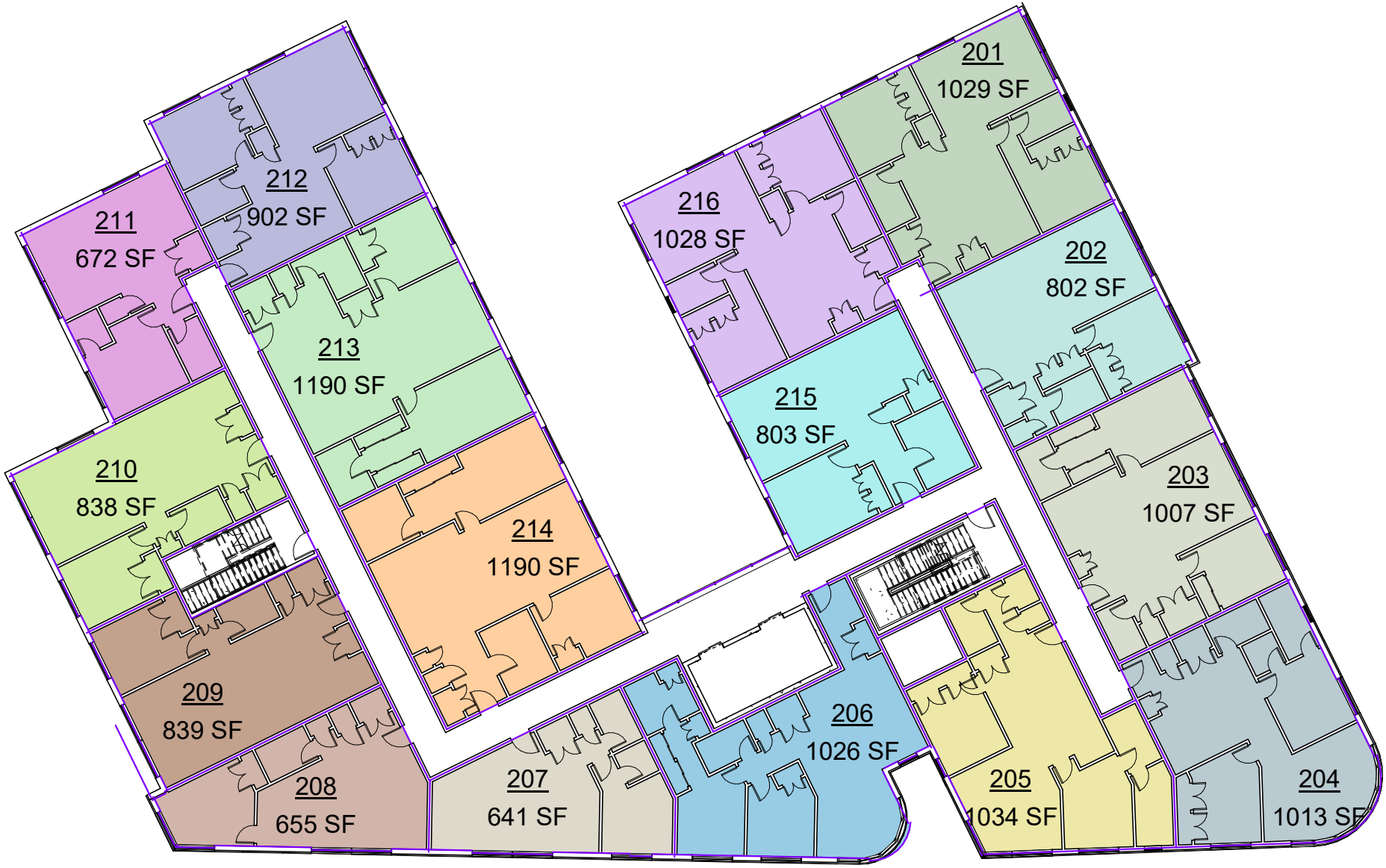
Roof Level Landscape Plan

STEFANOVARCHITECTS	267 Old Colony Ave.	Figure 3-5



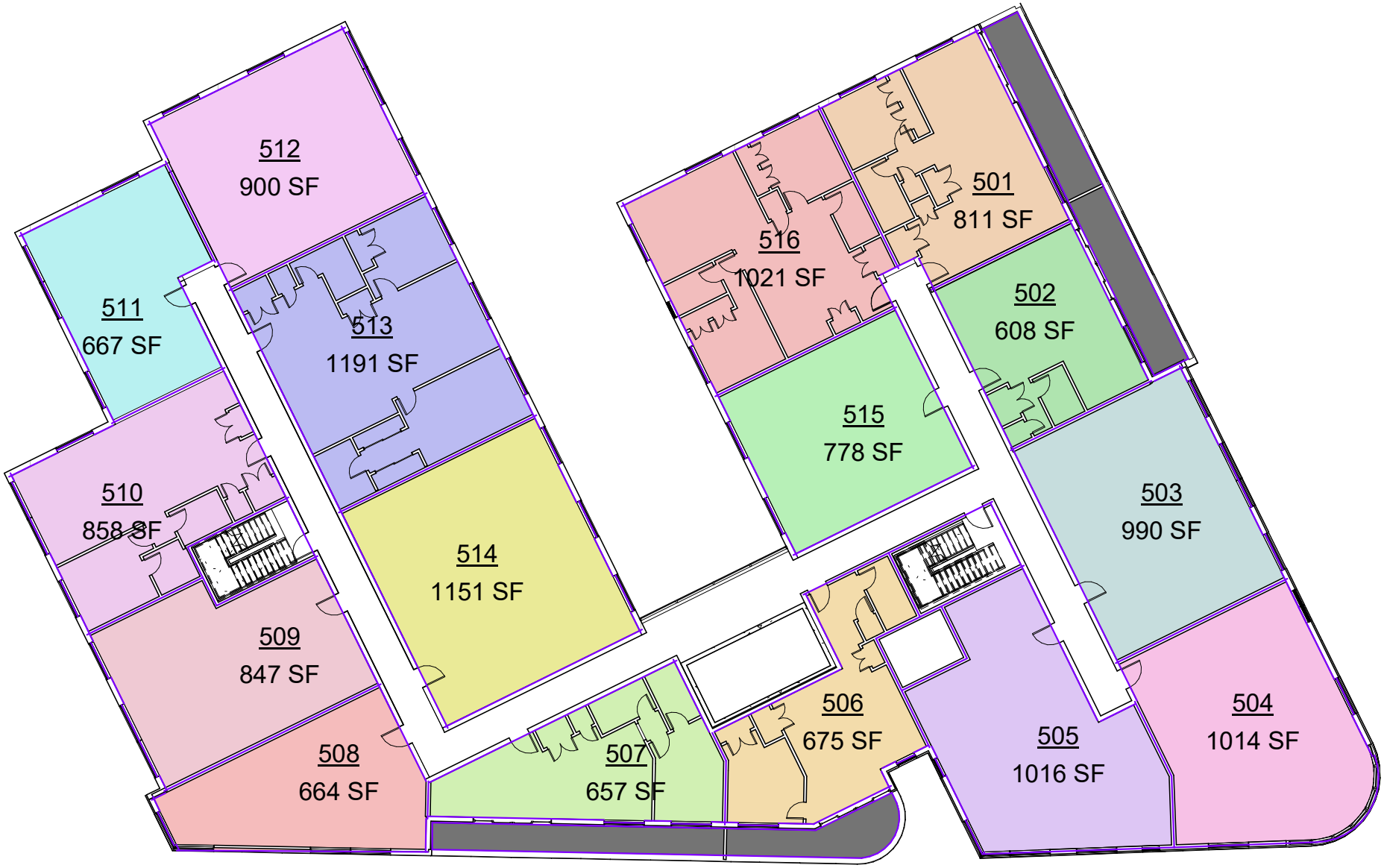
First Floor Plan with Enclosed Garage

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-6



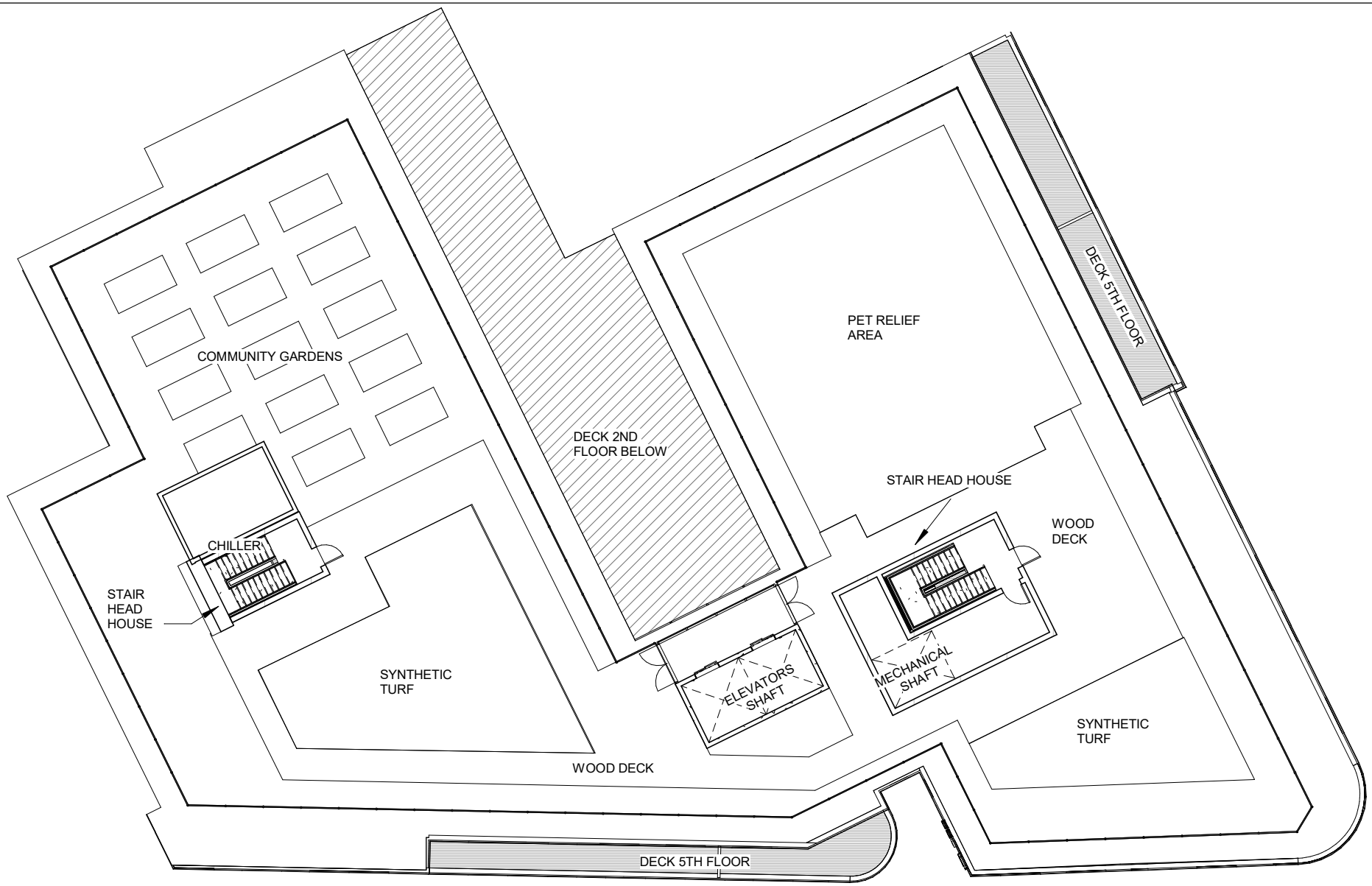
Typical 2nd through 4th Floor Plans

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-7



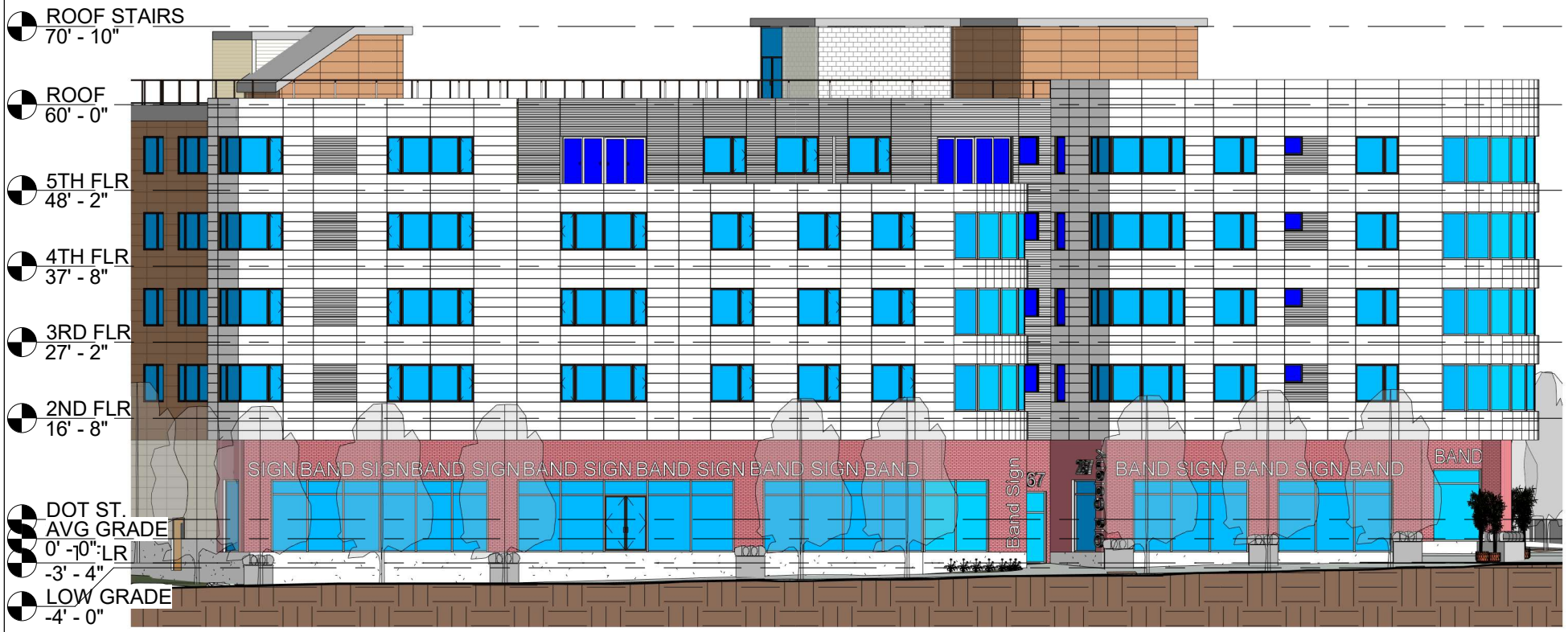
Fifth Floor Plan

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-8



Roof Level

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-9



Old Colony Avenue Elevation

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-10



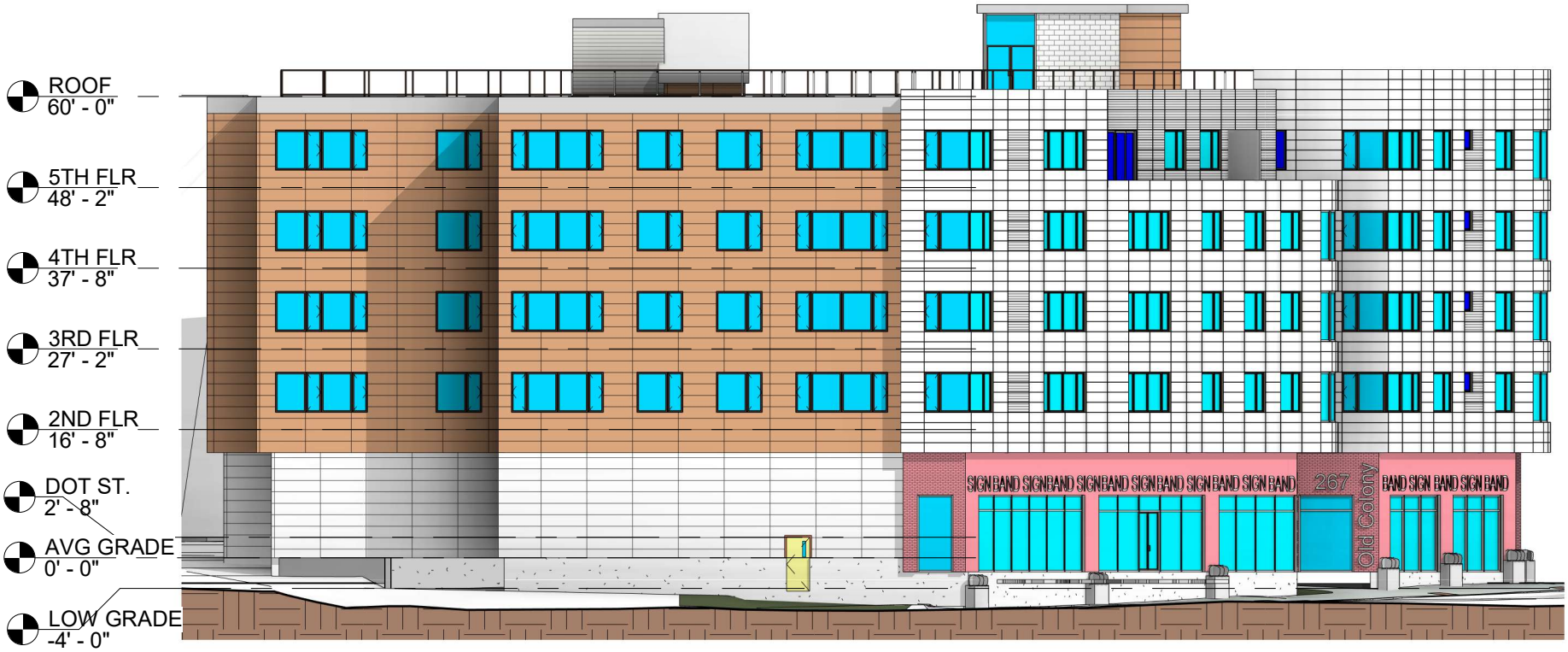
Dorchester Street Elevation

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-11



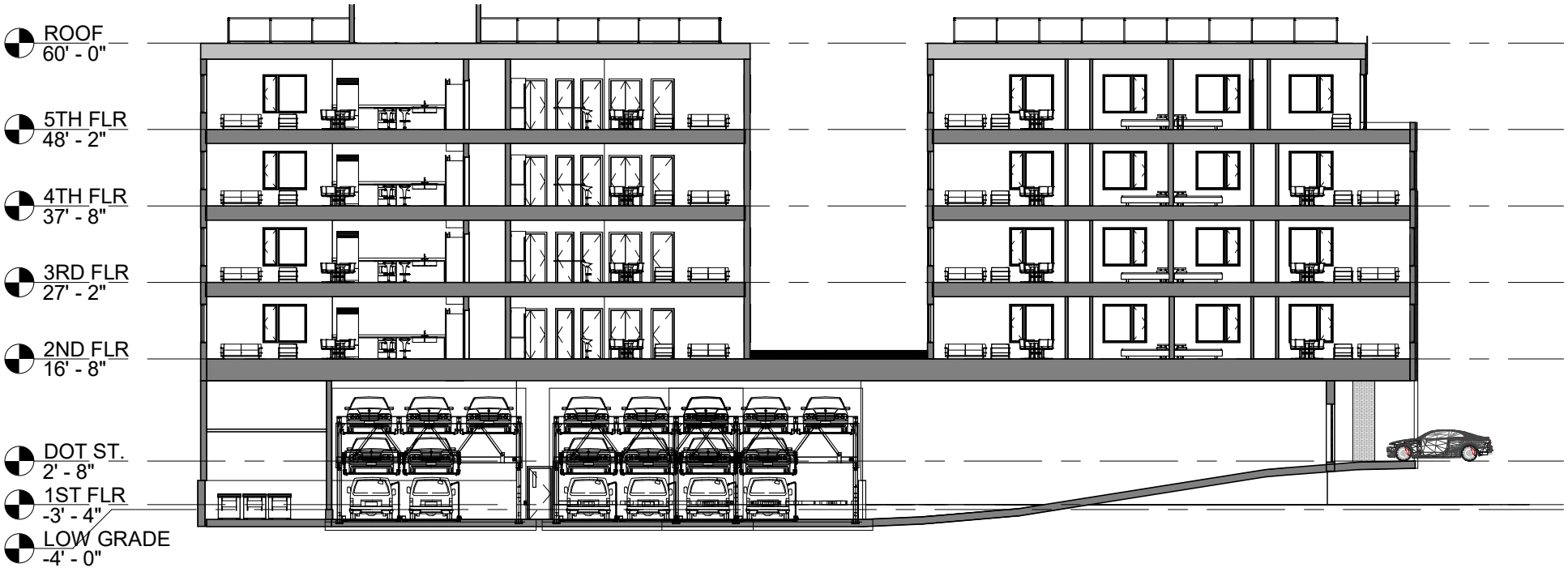
Rear Elevation

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-12



South Elevation

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-13



Longitudinal Section looking Southwest

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-14



Cross Section looking Southeast

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-15



Perspective at Corner - Old Colony Ave and Dorchester st

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-16



Perspective from Dorchester St looking North East to the site

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-17



Perspective from Old Colony looking North to the site

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 3-18

LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: 267 Old Colony
Date: 10-Mar-19

Figure 3-19

Y	?	N			
	1		Credit	Integrative Process	1

15	1	0	**Location and Transportation**		16
			Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
1	1		Credit	High Priority Site	2
5			Credit	Surrounding Density and Diverse Uses	5
5			Credit	Access to Quality Transit	5
1			Credit	Bicycle Facilities	1
1			Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1

3	2	5	**Sustainable Sites**		10
Y			Prereq	Construction Activity Pollution Prevention	Required
	1		Credit	Site Assessment	1
		2	Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
		3	Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
	1		Credit	Light Pollution Reduction	1

7	1	3	**Water Efficiency**		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1		1	Credit	Outdoor Water Use Reduction	2
5	1		Credit	Indoor Water Use Reduction	6
		2	Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

14	6	13	**Energy and Atmosphere**		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
3	1	2	Credit	Enhanced Commissioing	6
9	2	7	Credit	Optimize Energy Performance	18
	1		Credit	Advanced Energy Metering	1
		2	Credit	Demand Response	2
	1	2	Credit	Renewable Energy Production	3
	1		Credit	Enhanced Refrigerant Management	1
2			Credit	Green Power and Carbon Offsets	2

2	2	9	**Materials and Resources**		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
		5	Credit	Building Life-Cycle Impact Reduction	5
	1	1	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
		2	Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
	1	1	Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

5	1	10	**Indoor Environmental Quality**		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1	1		Credit	Enhanced Indoor Air Quality Strategies	2
		3	Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
1		1	Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
1		1	Credit	Interior Lighting	2
		3	Credit	Daylight	3
		1	Credit	Quality Views	1
		1	Credit	Acoustic Performance	1

6	0	0	**Innovation**		6
5			Credit	Innovation - EP Reduced Parking, Green Housekeeping, Education, IPM Thermal C	5
1			Credit	LEED Accredited Professional	1

2	2	0	**Regional Priority**		4
1			Credit	Regional Priority: Indoor Water Use	1
	1		Credit	Regional Priority: High Priority Site	1
1			Credit	Regional Priority: Optimize Energy	1
	1		Credit	Regional Priority: Renewable	1

54	16	40	**TOTALS**	Possible Points:	110

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

4.0 ENVIRONMENTAL PROTECTION COMPONENT

4.1 Shadow Impacts Analysis

4.1.1 Introduction

The following shadow study describes and graphically depicts anticipated new shadow impacts from the Project compared to shadows from existing buildings. The study presents the existing and built conditions for the proposed Project for the hours 9:00 AM, 12:00 Noon, and 3:00 PM for the vernal equinox, summer solstice, autumnal equinox, and winter solstice. In addition, shadows are depicted for 6:00 PM during the summer solstice and autumnal equinox.

4.1.2 Vernal Equinox (March 21)

Figures 4.1-1 through **4.1-3** depict shadows on March 21.

At 9:00 AM, shadows are cast onto portions of Dorchester Street.

At 12:00 Noon, new shadow is cast on the sidewalk area along Dorchester Street next to the Project.

At 3:00 PM, new shadow extends to portions of the sidewalk on the other side of Old Colony Avenue.

4.1.3 Summer Solstice (June 21)

Figures 4.1-4 through 4.1-**7** depict shadow impacts on June 21.

At 9:00 AM, new shadow is cast on the sidewalk in front of the project site along Dorchester Street.

At 12:00 Noon, new shadow generally stays within the site but extends to a portion of the sidewalks in front of the site along Dorchester Street and Old Colony Avenue.

At 3:00 PM, new shadow extends into the Old Colony Avenue roadway.

At 6:00 PM, new shadow from the Project is cast over portions of Old Colony Avenue and extending to the structures on the other side of Old Colony Avenue roadway, and extending to the structures on the other side of Old Colony Avenue and to the corner buildings at Old Colony Avenue and Dorchester Street.

4.1.4 Autumnal Equinox (September 21)

Figures 4.1-8 through **4.1-11** depict shadow impacts on September 21.

At 9:00 AM, new shadow extends onto the adjacent sidewalk in front of the project site and onto the Dorchester Street roadway.

At 12:00 Noon, new shadow extends to the sidewalks along Dorchester Street and Old Colony Avenue in front of the project site.

At 3:00 PM, new shadow extends to the sidewalk on the other side of Old Colony Avenue.

At 6:00 PM, new shadow extends to the Old Colony roadway and onto the sidewalk on the other side of Old Colony Avenue.

4.1.5 Winter Solstice (December 21)

Figures 4.1-12 through **4.1-14** depict shadow impacts on December 21. Winter sun casts the longest shadows of the year.

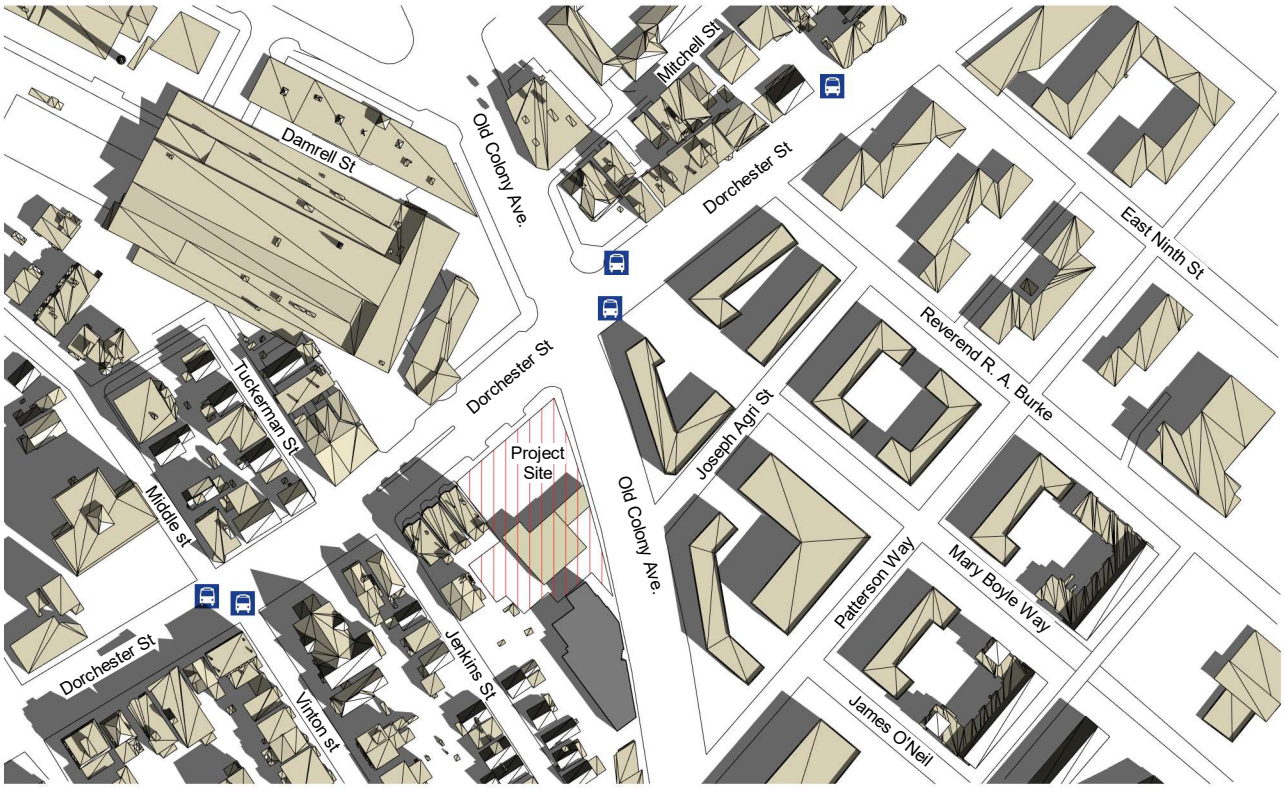
At 9:00 AM, new shadow extends to the Old Colony Avenue roadway and to the sidewalk on the other side of Old Colony Avenue.

At 12:00 Noon, new shadow is cast on the Dorchester Street and Old Colony Avenue roadways.

At 3:00 PM, new shadow covers all of the Old Colony Avenue roadway and sidewalk on the other side of Old Colony Avenue.

4.1.6 Summary

The proposed height of 5-floors does generate shadows in the winter, but the impacts are generally not extensive during the spring through the fall since most of the shadow is generally limited to the sidewalks and streets (Dorchester Street and Old Colony Avenue) in front of the project site. Morning shadows are cast over Dorchester Street. Mid-day shadows are cast over Dorchester Street and Old Colony Avenue sidewalks. Late afternoon shadows will extend into the roadways, while the 6:00 PM shadows will extend to some of the buildings beyond Old Colony Avenue and Dorchester Street. Overall, the Project's shadow impacts will be consistent with current patterns and will not adversely impact the Project site and surroundings.



1 Existing Shadow Study March 21st 9am

1 : 2500 Sun Altitude: 23° Sun Azimuth: 113°



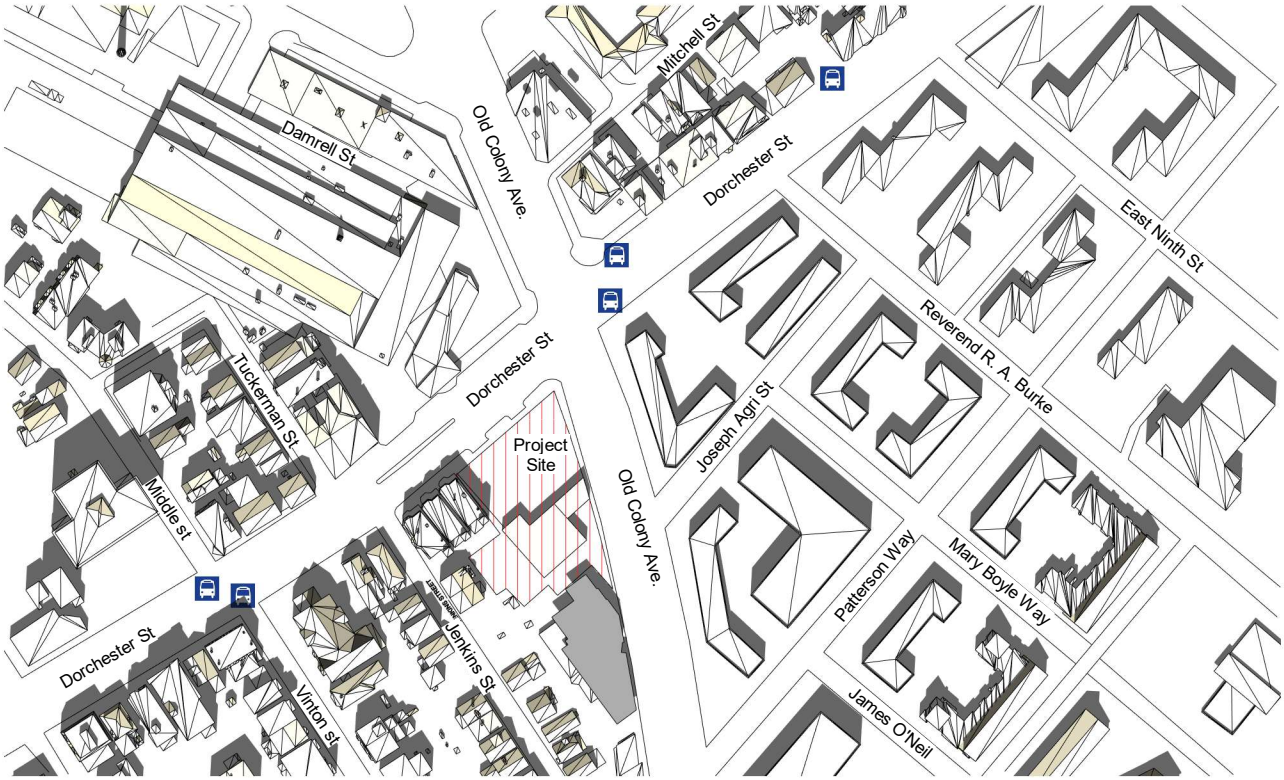
2 Proposed Shadow Study March 21st 9am

1 : 2500 Sun Altitude: 23° Sun Azimuth: 113°

Vernal Equinox - 9AM Shadow Study

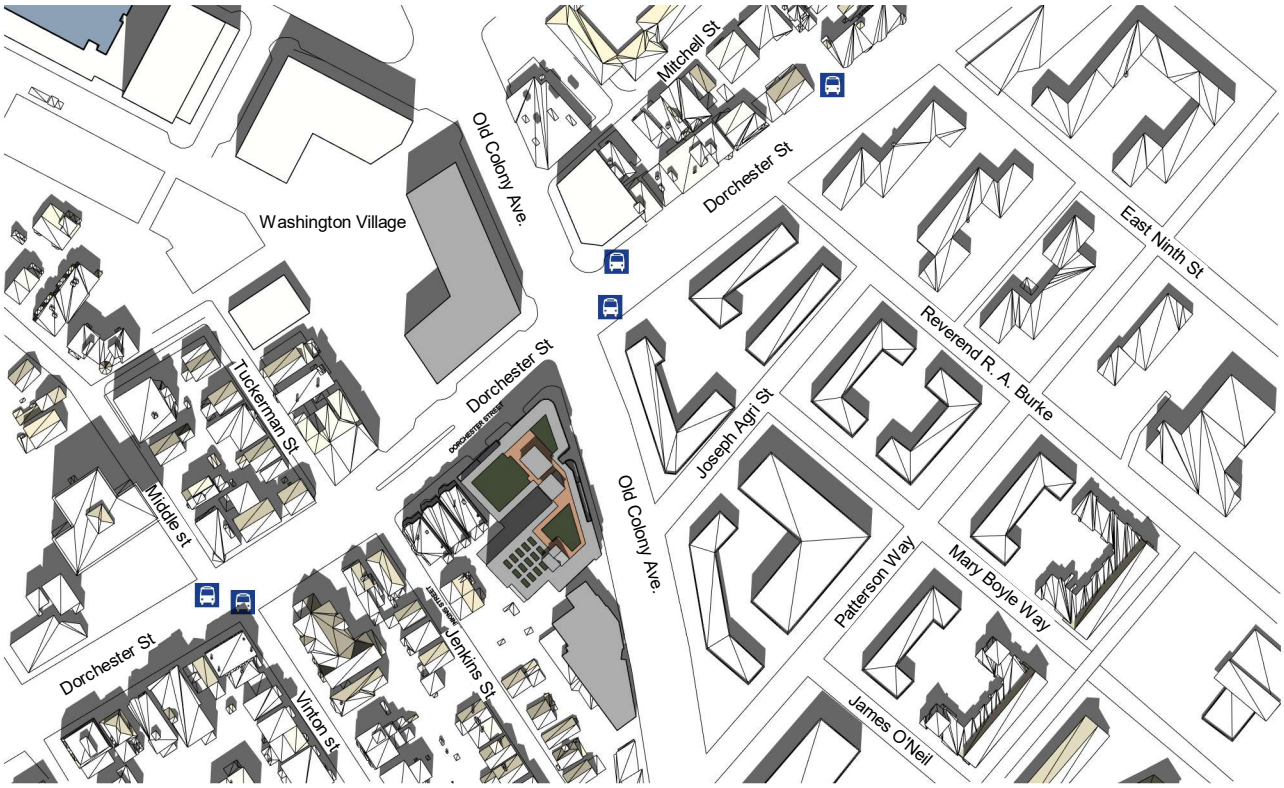
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-1



1 Existing Shadow Study March 21st 12pm

1 : 2500 Sun Altitude: 46° Sun Azimuth: 161°



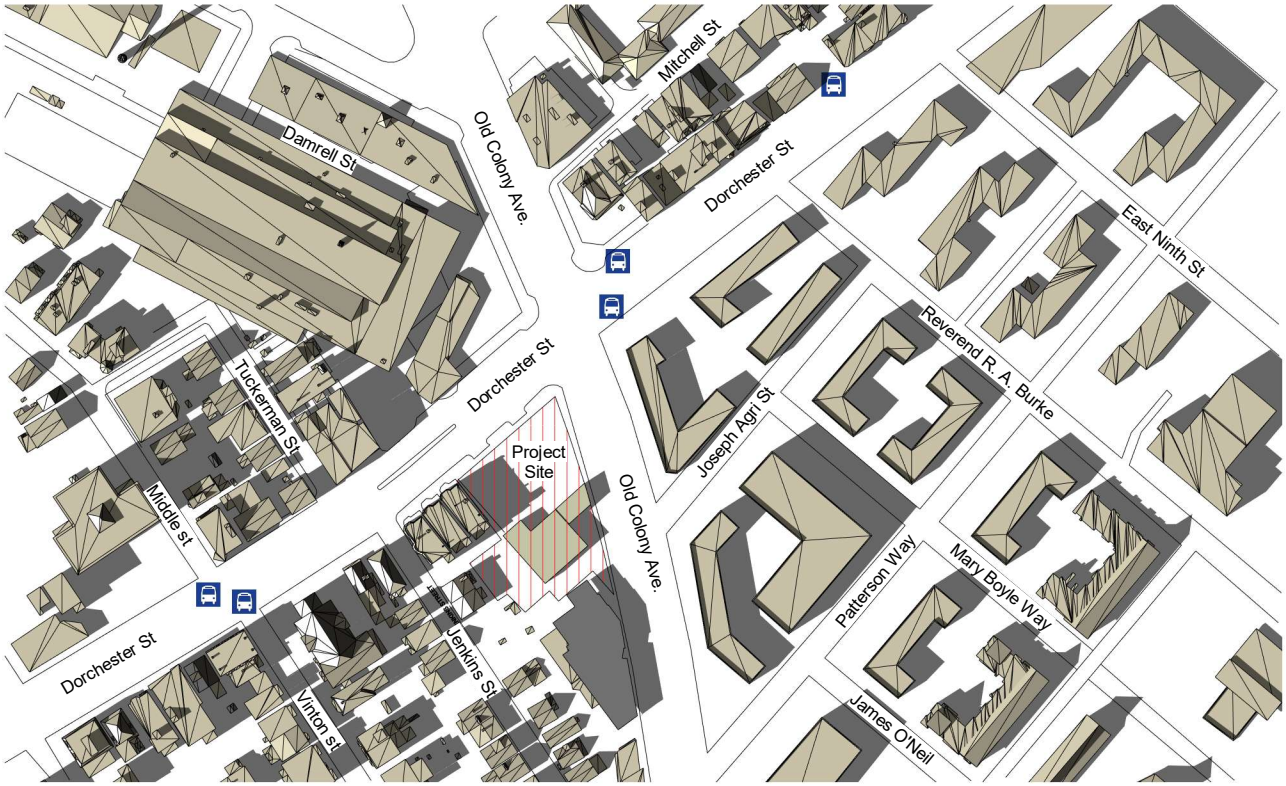
2 Proposed Shadow Study March 21st 12pm

1 : 2500 Sun Altitude: 46° Sun Azimuth: 161°

Vernal Equinox - 12 PM Shadow Study

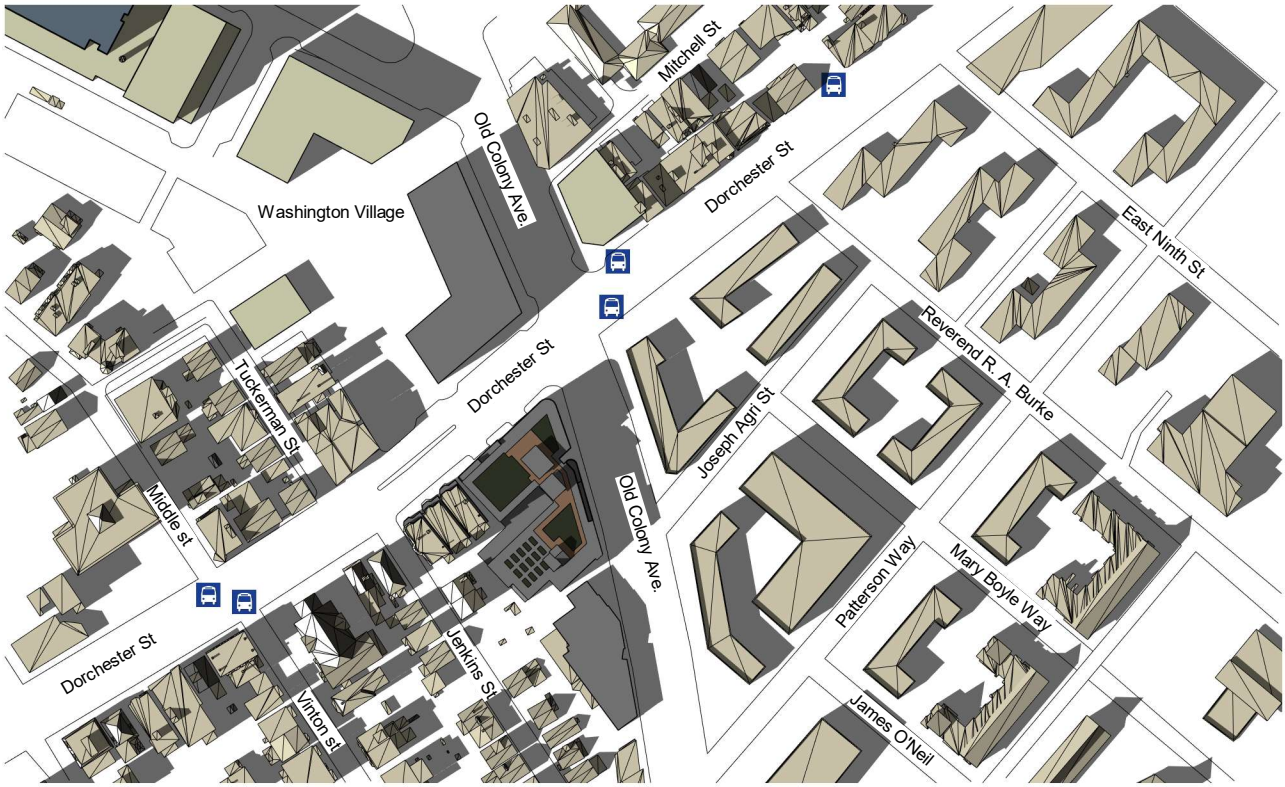
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-2



1 Existing Shadow Study March 21st 3pm

1 : 2500 Sun Altitude: 39° Sun Azimuth: -137°



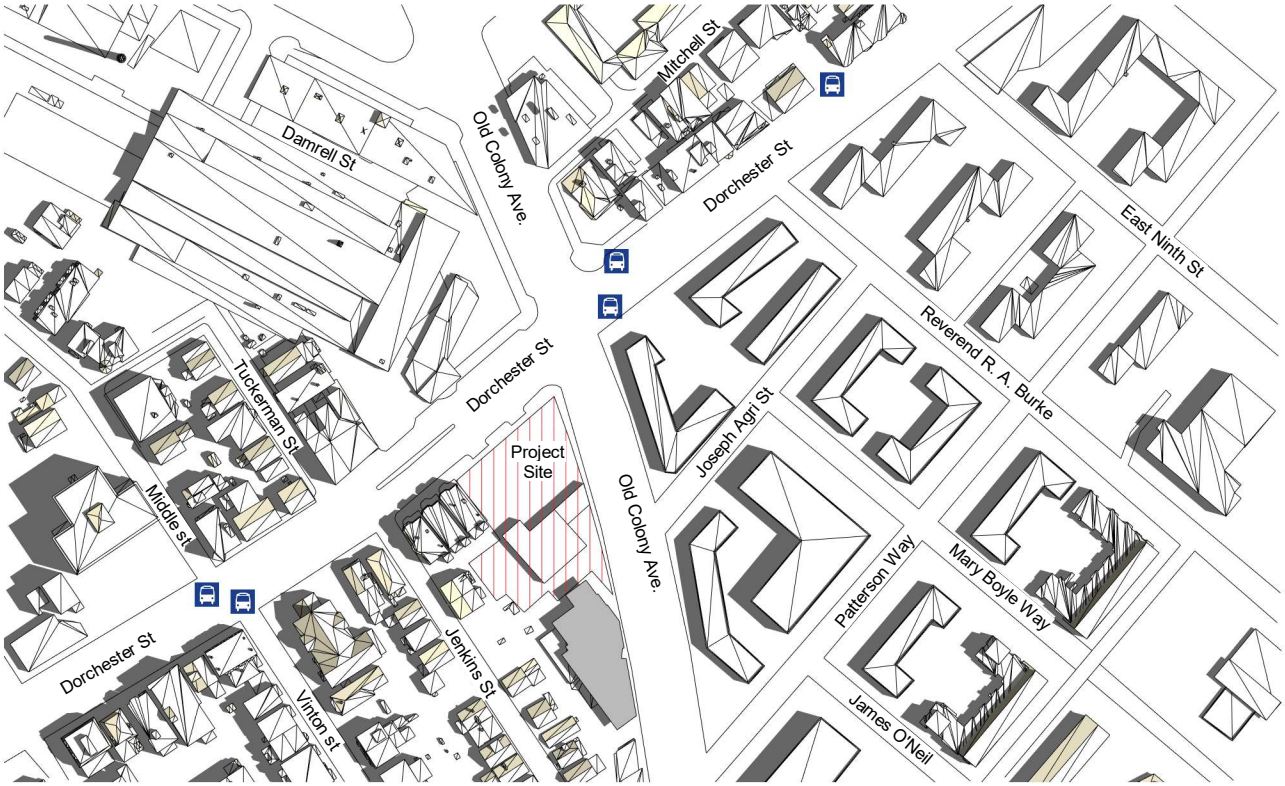
2 Proposed Shadow Study March 21st 3pm

1 : 2500 Sun Altitude: 39° Sun Azimuth: -137°

Vernal Equinox - 3 PM Shadow Study

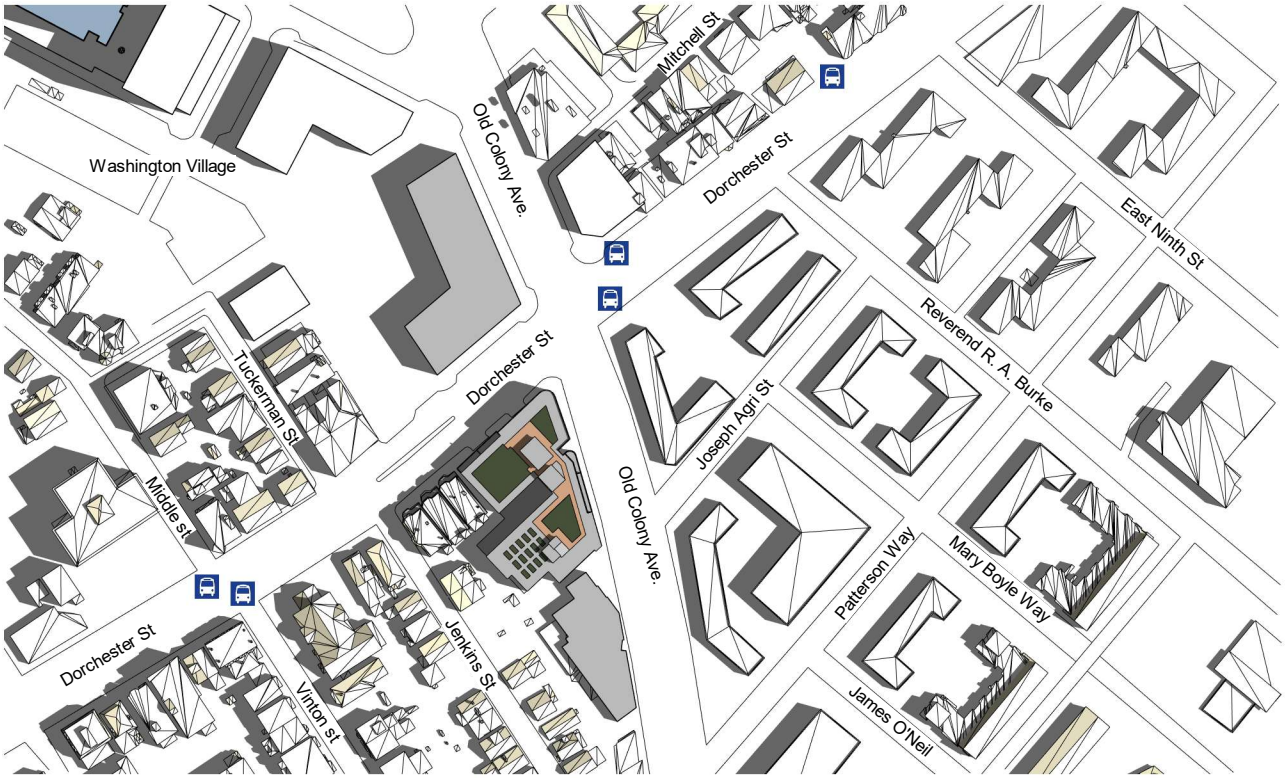
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-3



1 Existing Shadow Study June 21st 9am

1 : 2500 Sun Altitude: 40° Sun Azimuth: 94°



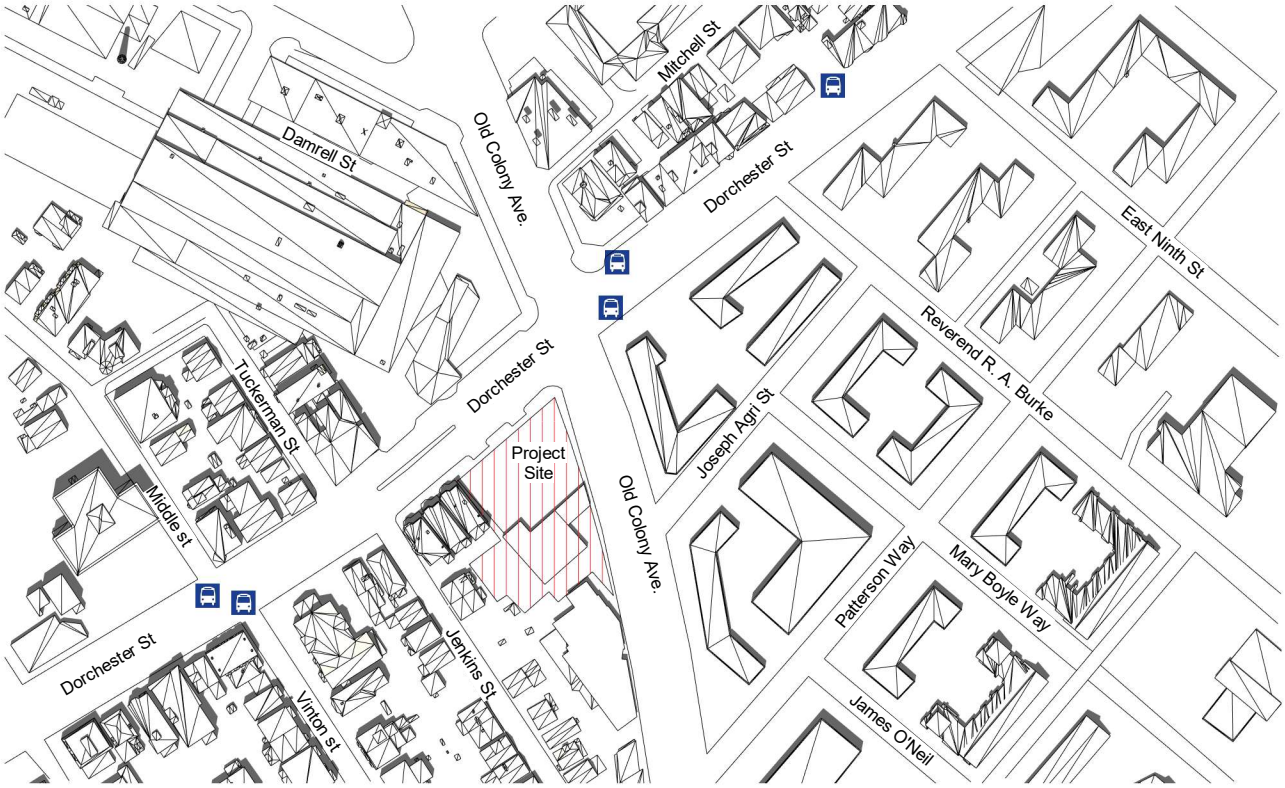
2 Proposed Shadow Study June 21st 9am

1 : 2500 Sun Altitude: 40° Sun Azimuth: 94°

Summer Solstice - 9AM Shadow Study

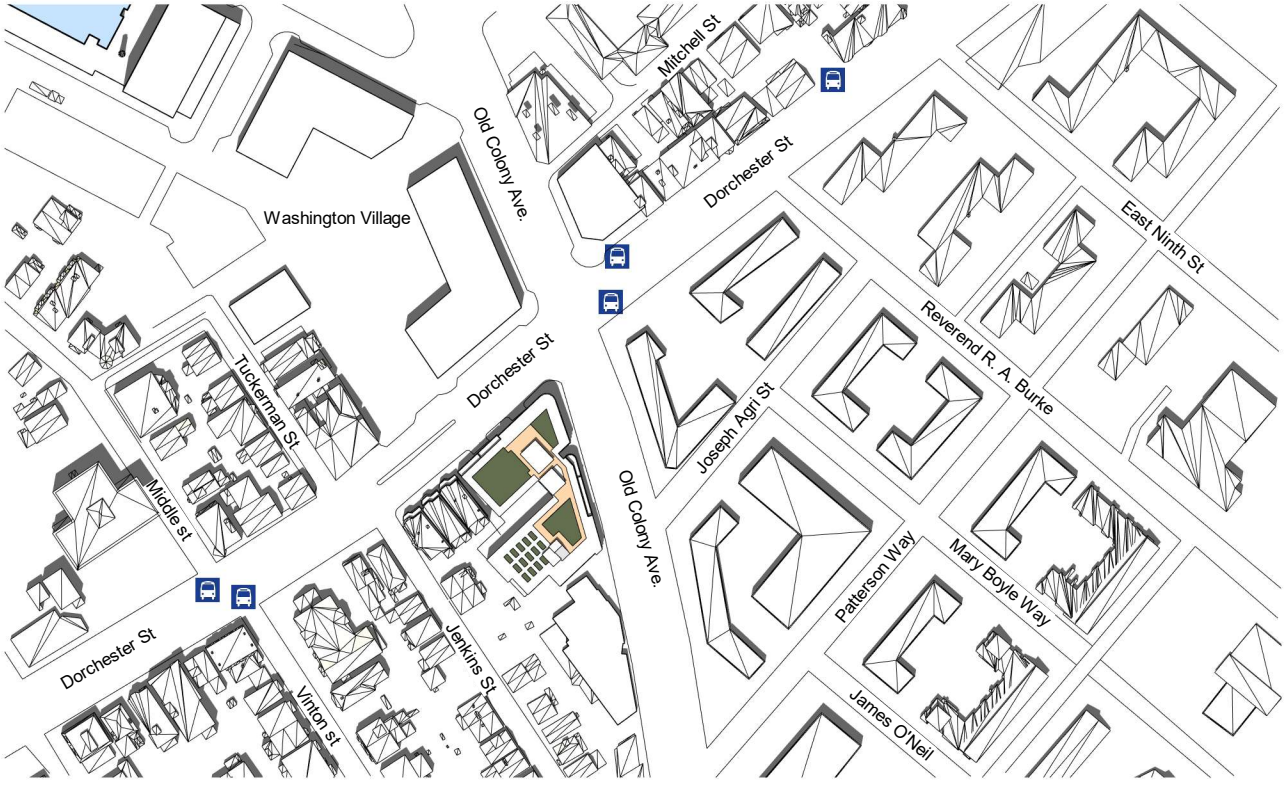
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-4



1 Existing Shadow Study June 21st 12pm

1 : 2500 Sun Altitude: 69° Sun Azimuth: 150°



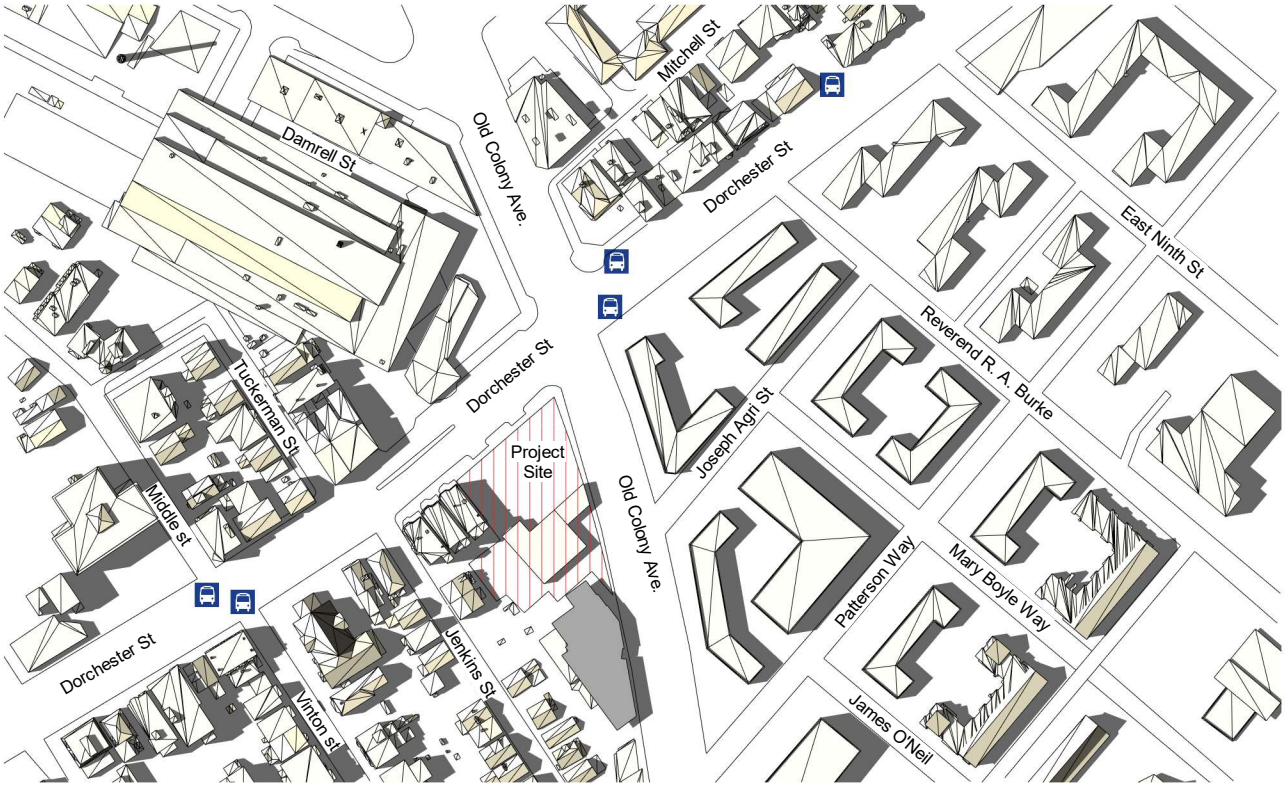
2 Proposed Shadow Study June 21st 12pm

1 : 2500 Sun Altitude: 69° Sun Azimuth: 150°

Summer Solstice - 12PM Shadow Study

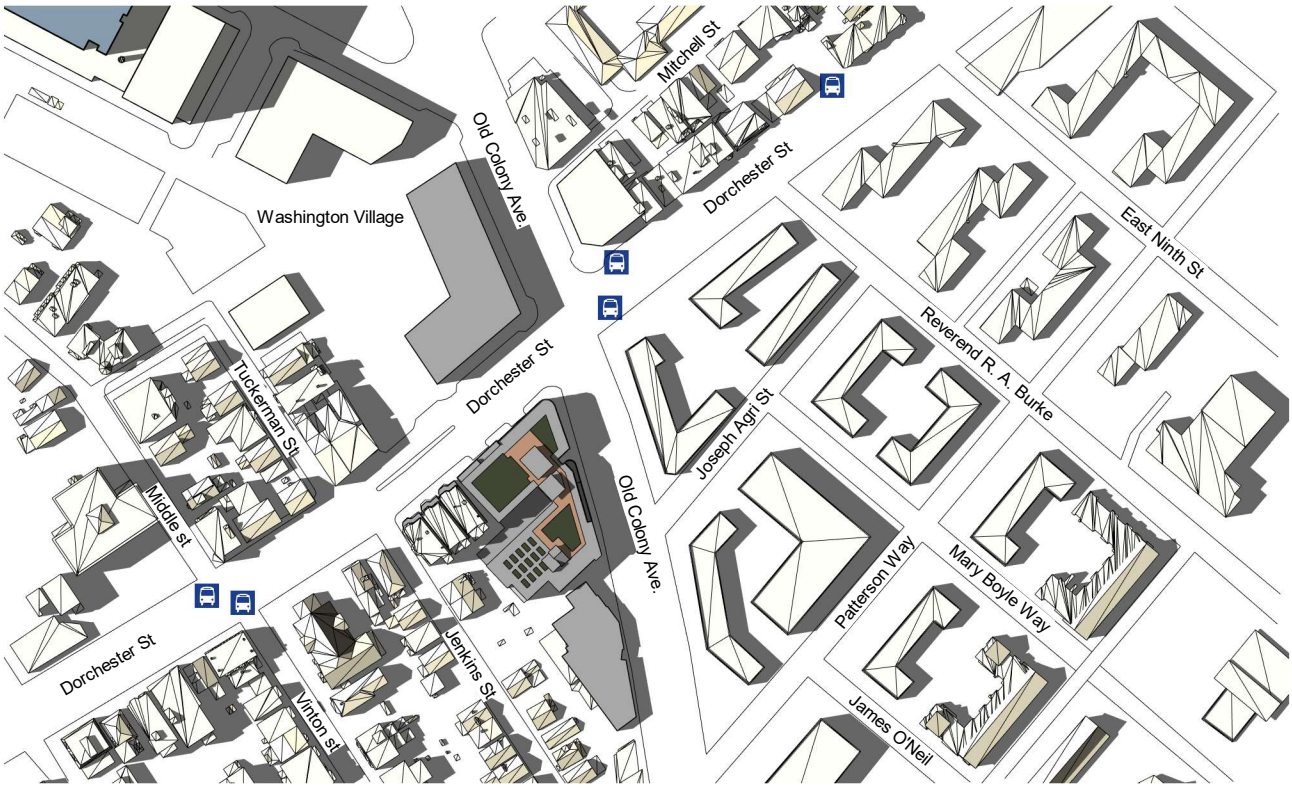
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-5



1 Existing Shadow Study June 21st 3pm

1 : 2500 Sun Altitude: 56° Sun Azimuth: -114°



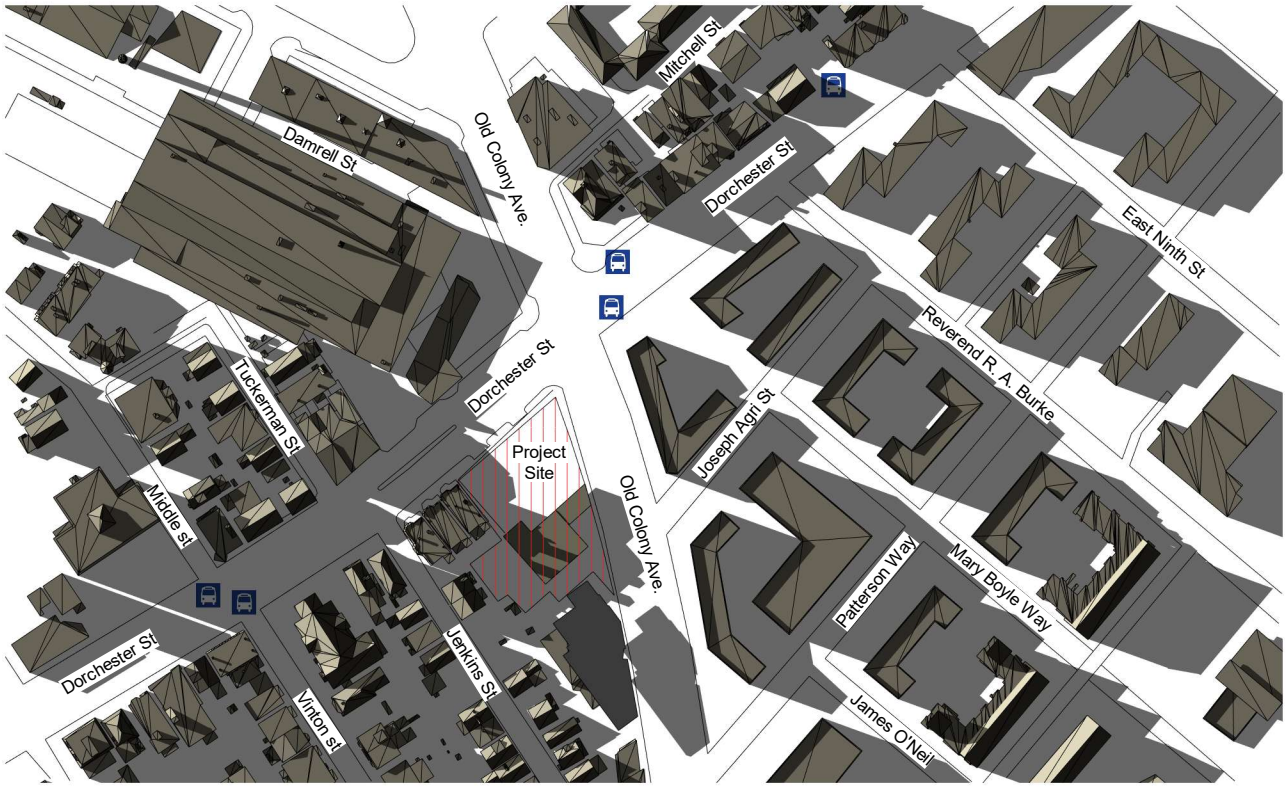
2 Proposed Shadow Study June 21st 3pm

1 : 2500 Sun Altitude: 56° Sun Azimuth: -114°

Summer Solstice - 3PM Shadow Study

N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-6



1 Existing Shadow Study June 21st 6pm

1 : 2500 Sun Altitude: 24° Sun Azimuth: -79°



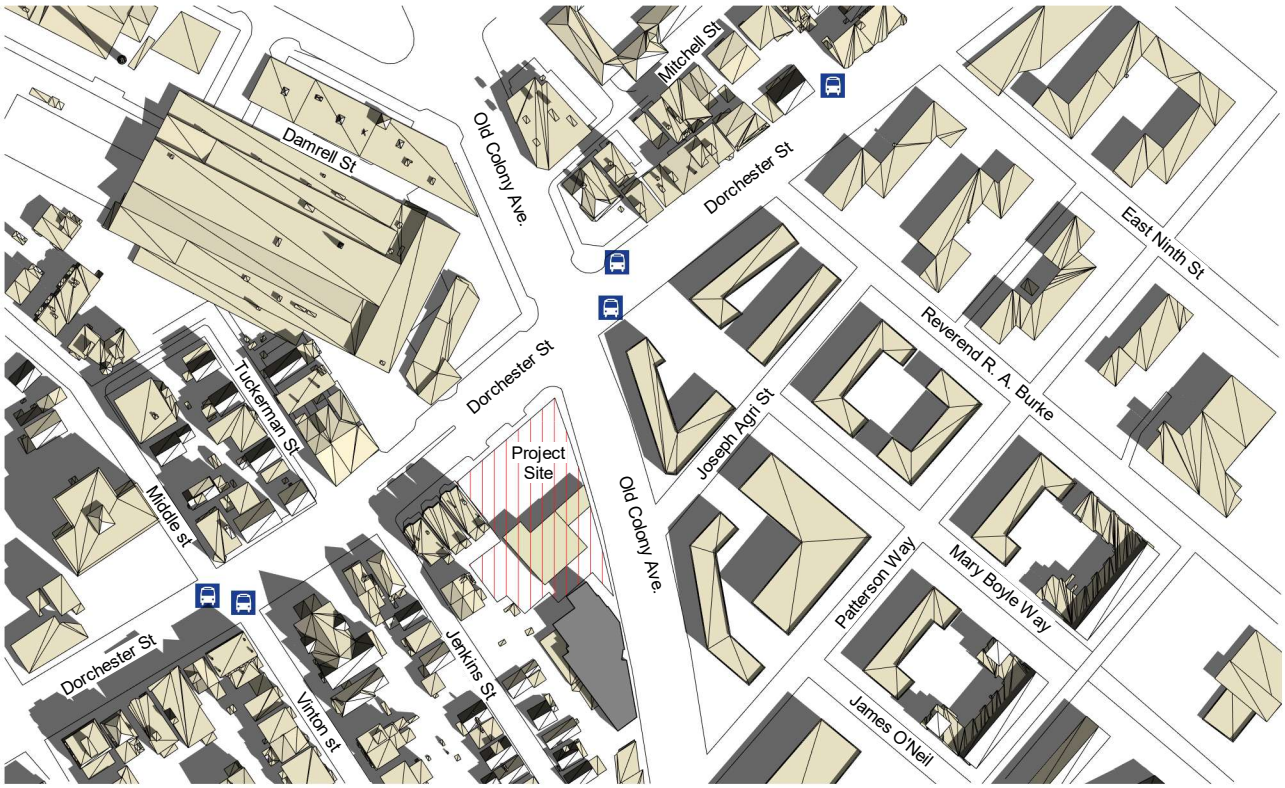
2 Proposed Shadow Study June 21st 6pm

1 : 2500 Sun Altitude: 24° Sun Azimuth: -79°

Summer Solstice - 6PM Shadow Study

N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-7



1 Existing Shadow Study Sep 21st 9am

1 : 2500 Sun Altitude: 26° Sun Azimuth: 115°



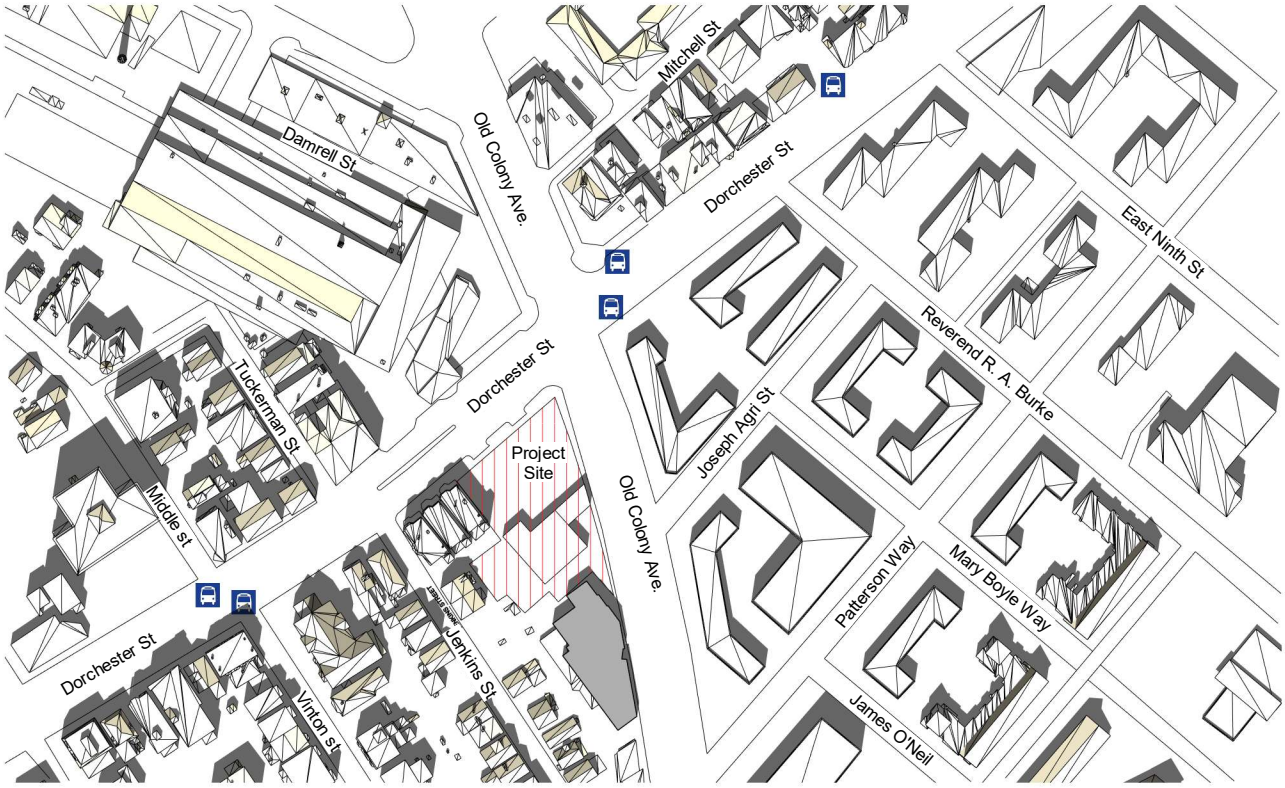
2 Proposed Shadow Study Sep 21st 9am

1 : 2500 Sun Altitude: 26° Sun Azimuth: 115°

Autumnal Equinox - 9AM Shadow Study

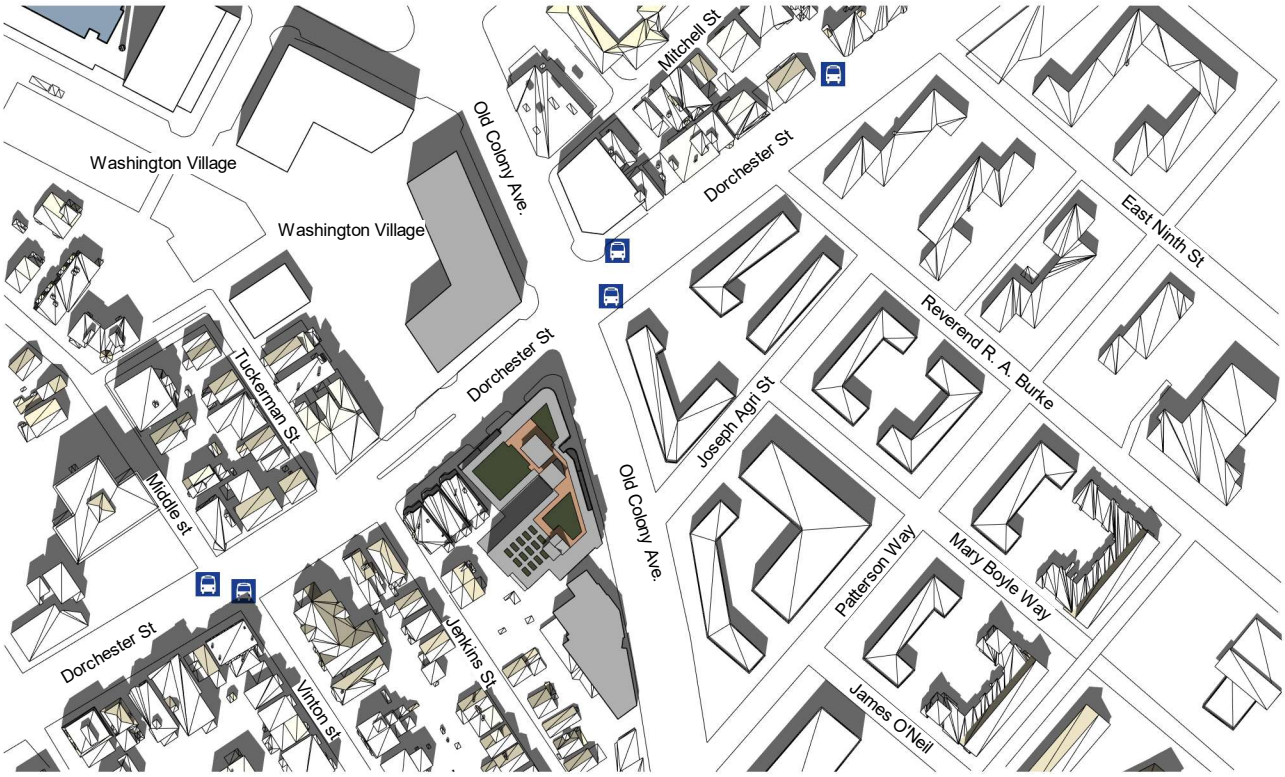
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-8



1 Existing Shadow Study Sep 21st 12pm

1 : 2500 Sun Altitude: 48° Sun Azimuth: 166°



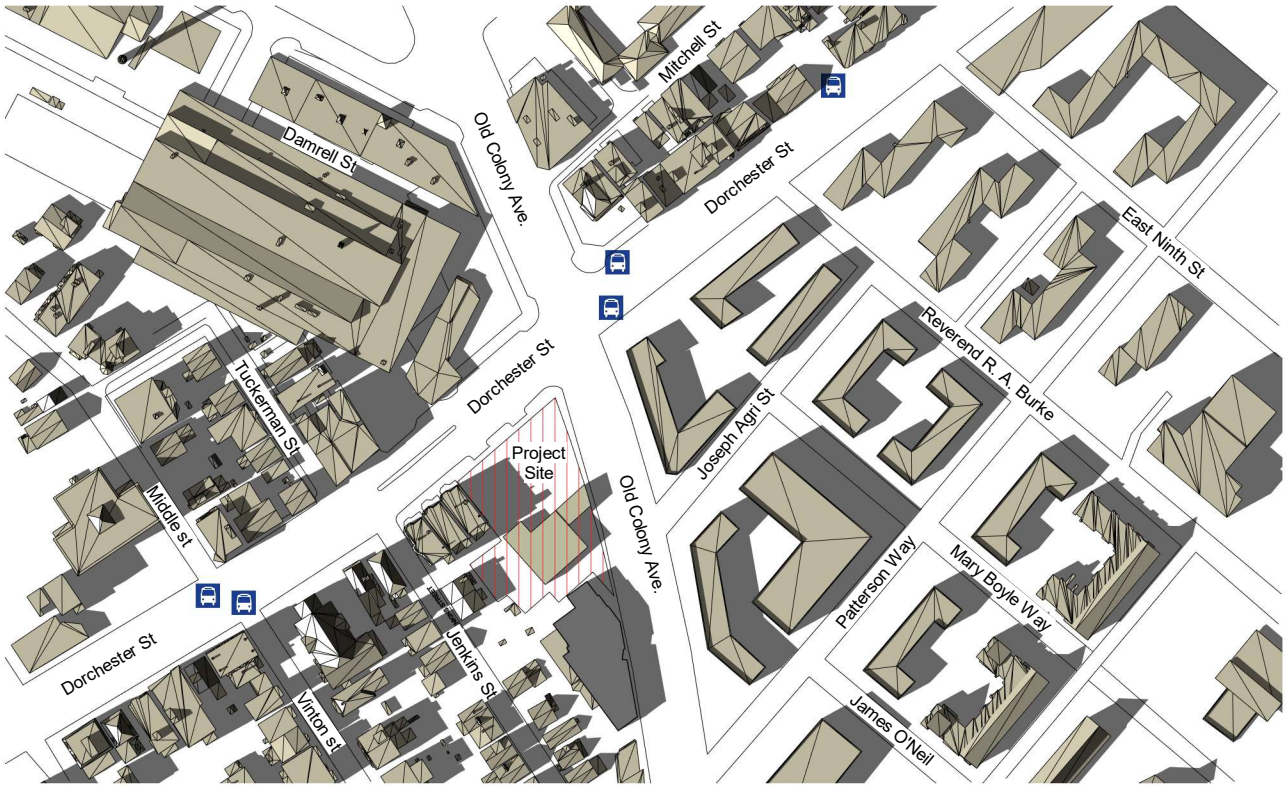
2 Proposed Shadow Study Sep 21st 12pm

1 : 2500 Sun Altitude: 48° Sun Azimuth: 166°

Autumnal Equinox - 12PM Shadow Study

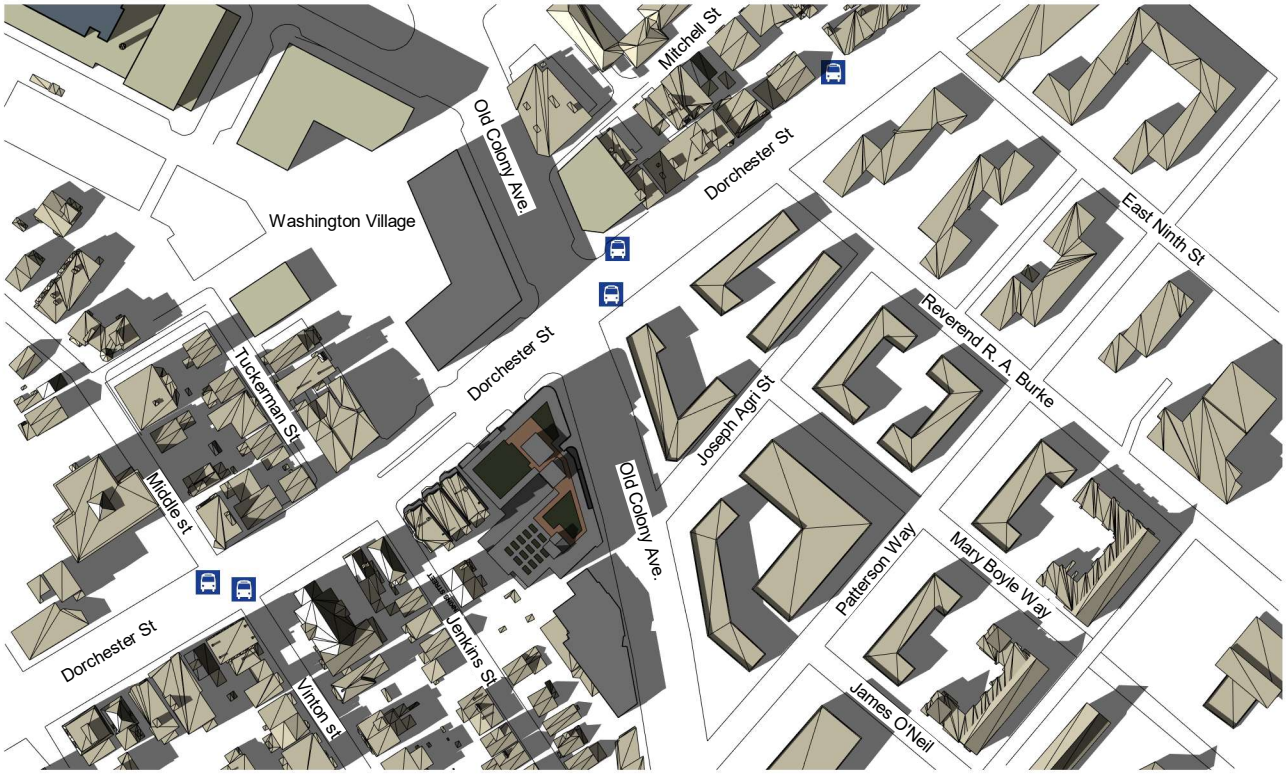
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-9



1 Existing Shadow Study Sep 21st 3pm

1 : 2500 Sun Altitude: 38° Sun Azimuth: -133°



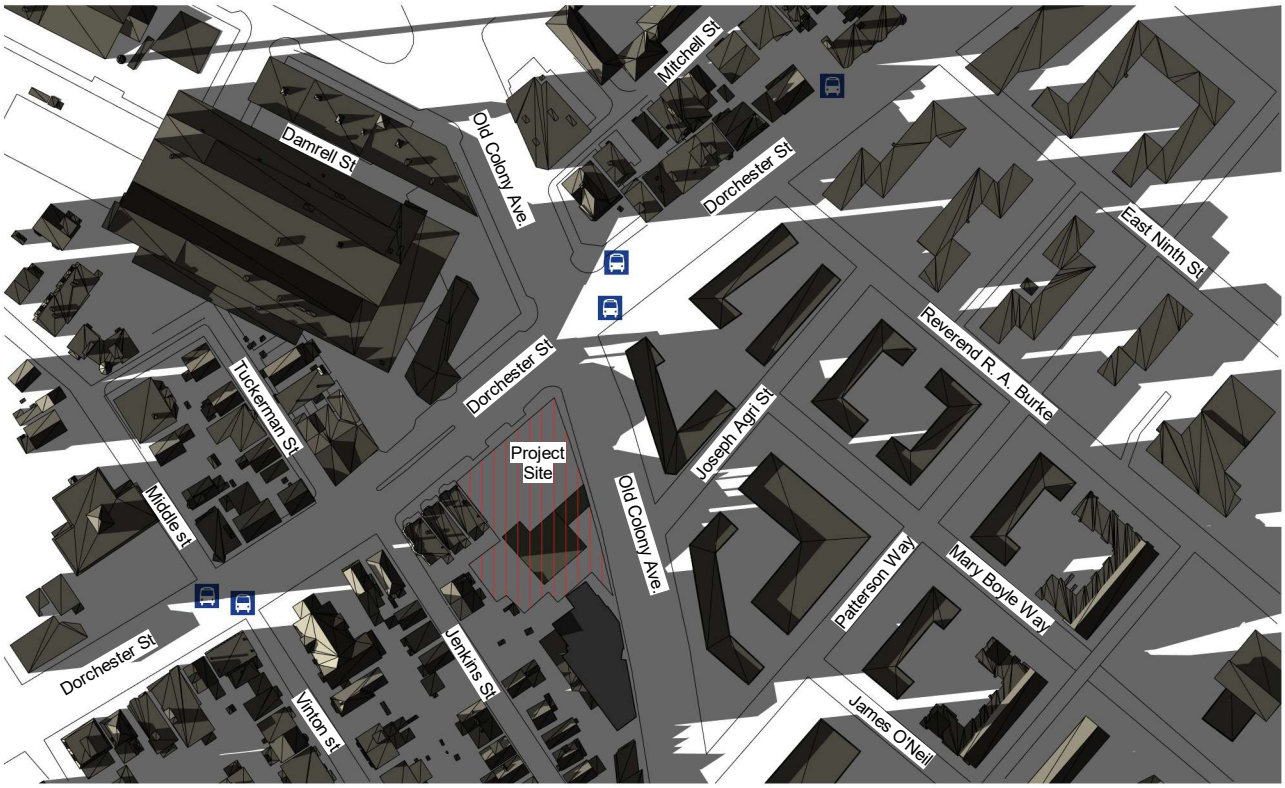
2 Proposed Shadow Study Sep 21st 3pm

1 : 2500 Sun Altitude: 38° Sun Azimuth: -133°

Autumnal Equinox - 3PM Shadow Study

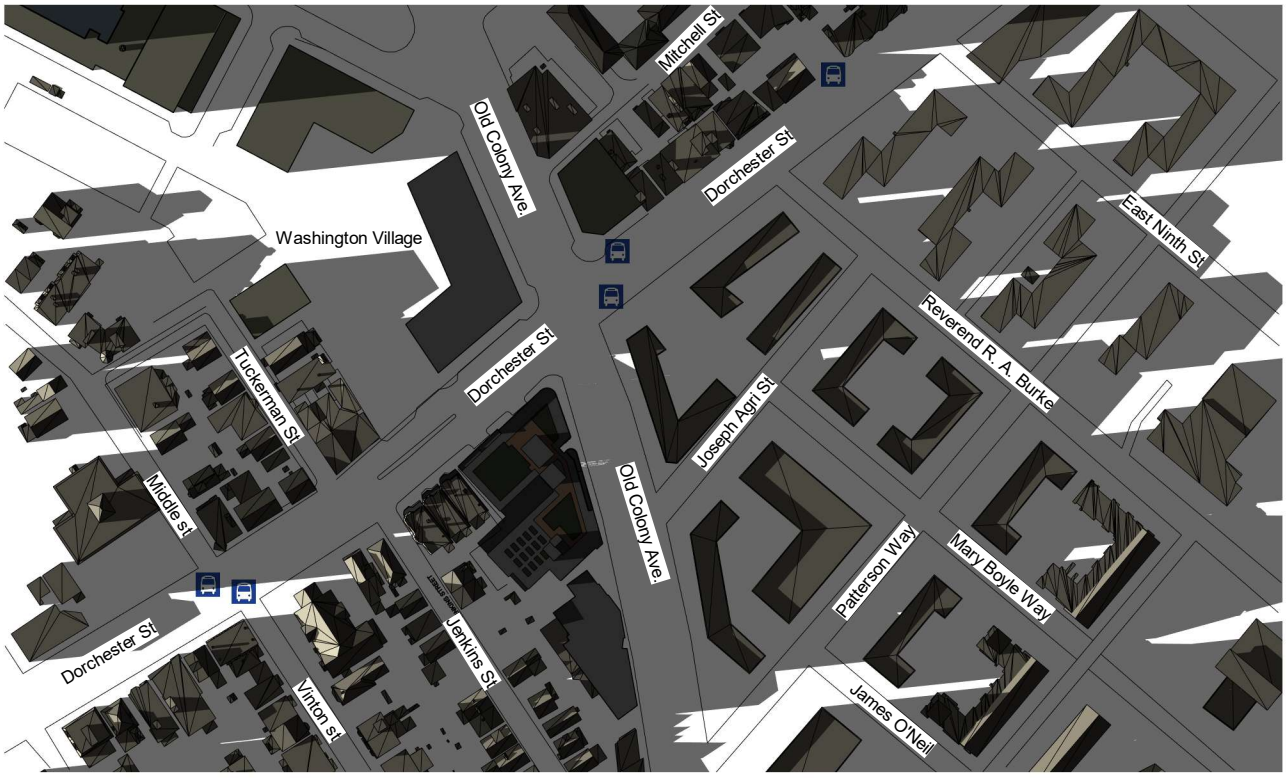
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-10



1 Existing Shadow Study Sep 21st 6pm

1 : 2500 Sun Altitude: 8° Sun Azimuth: -96°



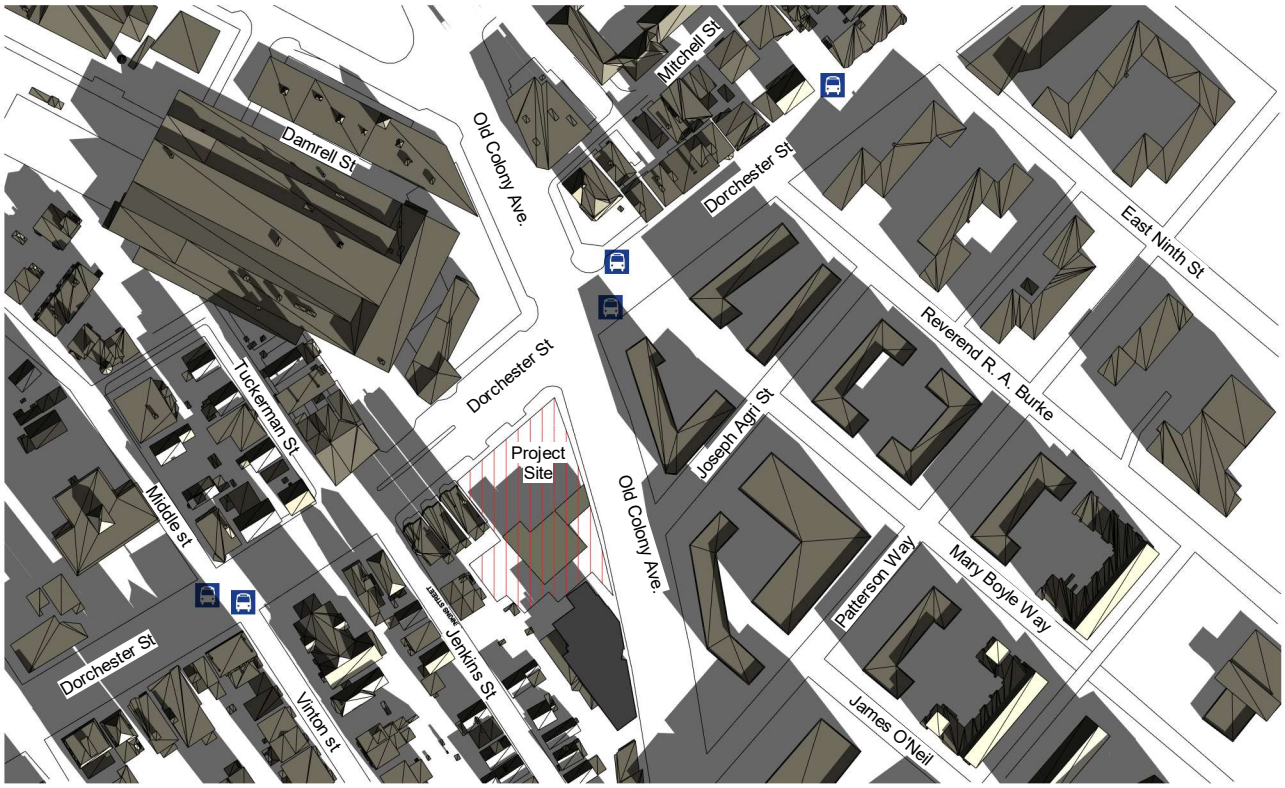
2 Proposed Shadow Study Sep 21st 6pm

1 : 2500 Sun Altitude: 8° Sun Azimuth: -96°

Autumnal Equinox - 6PM Shadow Study

N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-11



1 Existing Shadow Study Dec 21st 9am

1 : 2500 Sun Altitude: 7° Sun Azimuth: 130°



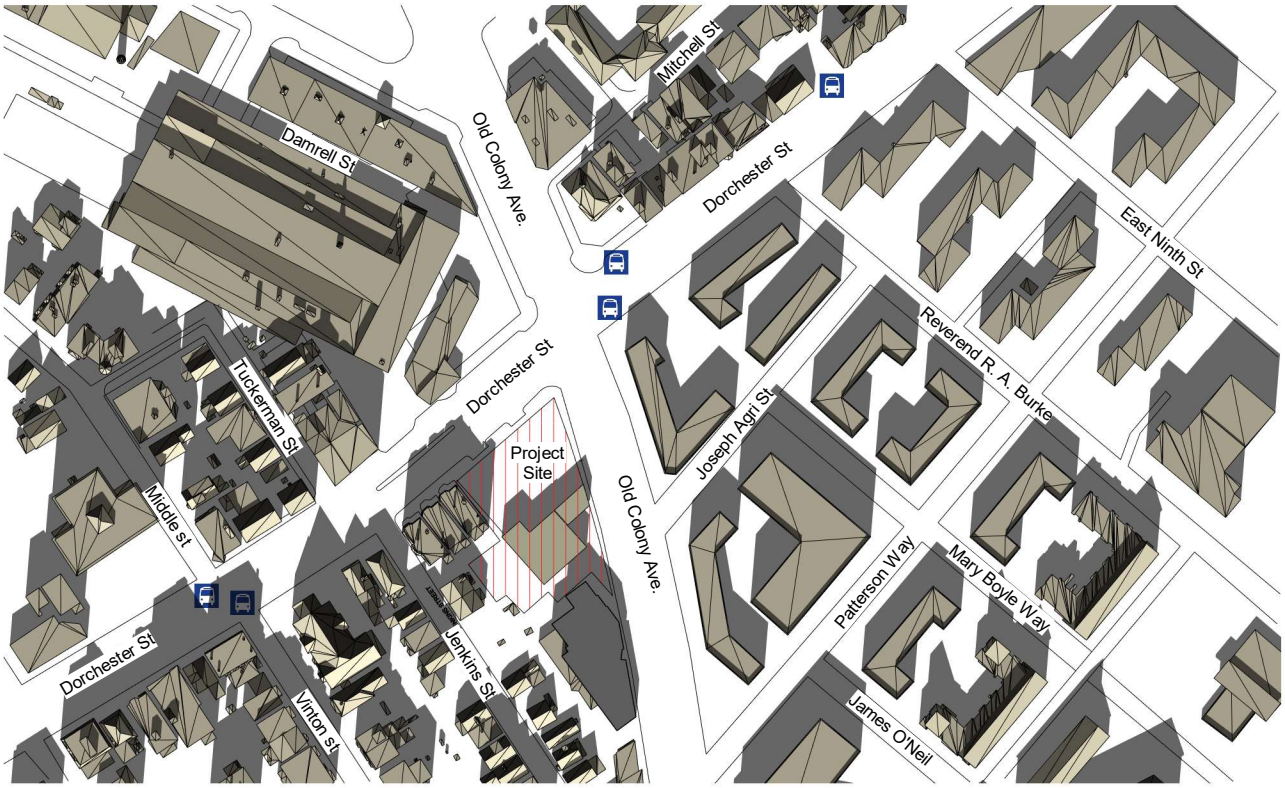
2 Proposed Shadow Study Dec 21st 9am

1 : 2500 Sun Altitude: 7° Sun Azimuth: 130°

Winter Solstice - 9AM Shadow Study

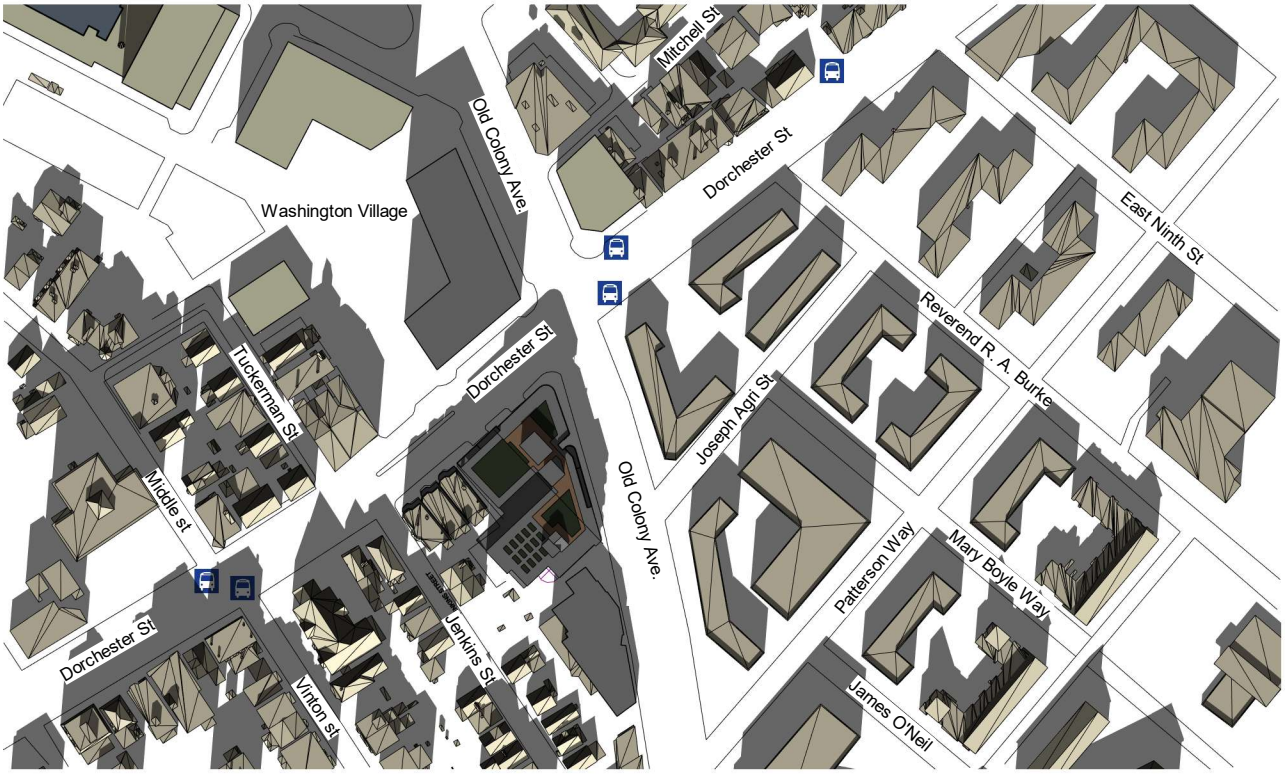
N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-12



1 Existing Shadow Study Dec 21st 12pm

1 : 2500 Sun Altitude: 24° Sun Azimuth: 169°



2 Proposed Shadow Study Dec 21st 12pm

1 : 2500 Sun Altitude: 24° Sun Azimuth: 169°

Winter Solstice - 12PM Shadow Study

N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-13



1 Existing Shadow Study Dec 21st 3pm

1 : 2500 Sun Altitude: 17° Sun Azimuth: -147°



2 Proposed Shadow Study Dec 21st 3pm

1 : 2500 Sun Altitude: 17° Sun Azimuth: -147°

Winter Solstice - 3PM Shadow Study

N

STEFANOV ARCHITECTS	267 Old Colony Ave.	Figure 4.1-14

4.2 Daylight Analysis

The following section describes the anticipated effect on daylight coverage at the 267 Old Colony Avenue Project Site as a result of the Proposed Project. An analysis of the percentage of skydome obstructed under the No-Build and Build Conditions is a requirement of Article 80 [Section 80B-2(c)].

The results of the analysis are presented in attached **Figures 4.2-1** and **4.2-2** at the end of the section.

4.2.1 Methodology

The daylight analysis was conducted by VHB for the Proposed Project using the BRADA program developed in 1985 by the Massachusetts Institute of Technology to estimate the pedestrian's view of the skydome, taking into account building massing and building materials used. The software approximates a pedestrian's view of a given site based on input parameters such as: location of viewpoint; length and height of buildings and the relative reflectivity of the building façades. The model typically uses the midpoint of an adjacent right-of-way or sidewalk as the analysis viewpoint. Based on these data, the model calculates the perceived skydome obstruction, and provides a graphic depicting the analysis conditions.

The model inputs used for the study presented herein were taken from a combination of the BPDA's City of Boston model data, an existing conditions survey, and schematic design plans prepared by the Project's architects. As described above, the BRADA software considers the relative reflectivity of building façades when calculating perceived daylight obstruction. Highly reflective materials are thought to reduce the perceived skydome obstruction when compared to non-reflective materials. For the purposes of this daylight analysis, the building façades are considered to be non-reflective, resulting in a conservative estimate of daylight obstruction.

4.2.2 Viewpoints

The following viewpoints were used for this daylight analysis:

- **Old Colony Avenue** – This viewpoint is located on the centerline of the Project Site along Old Colony Avenue.

- **Dorchester Street**– This viewpoint is located on the centerline of the Project Site along Hyde Park Avenue.

These points represent existing and proposed building façades when viewed from the adjacent public way.

4.2.3 Daylight Analysis Results

Daylight Analysis - Existing / No-Build Conditions

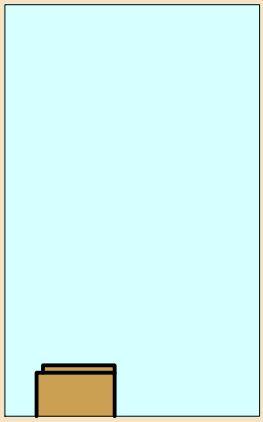
Under the Existing/No-Build Condition, the Project Site contains a single-story building that is set back from Dorchester Street. This results in minimal daylight obstruction when viewed from the adjacent public ways.

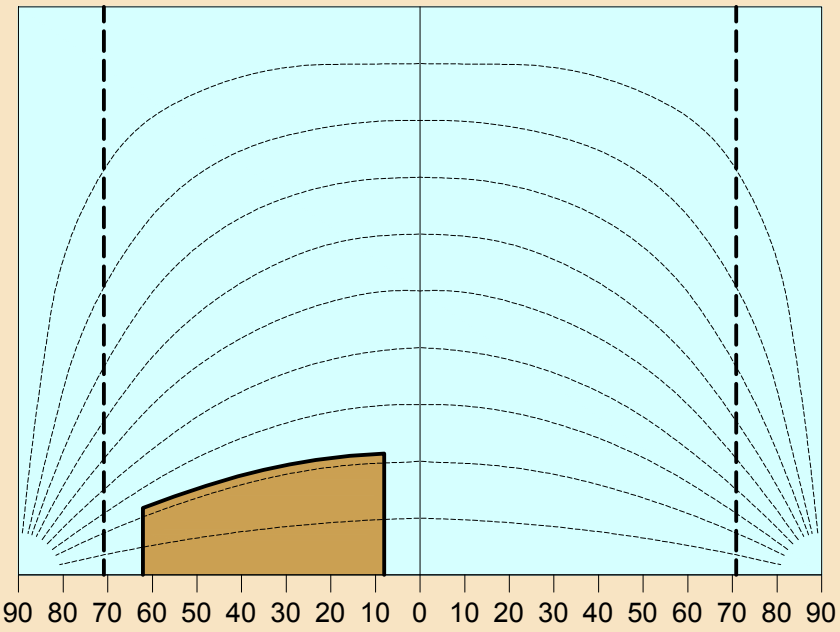
Daylight Analysis - Build Conditions

Under the Build Condition, there would be an increase in obstruction of the skydome to *56.8 percent* along Old Colony Avenue, and *58.9 percent* along Dorchester Street. This effect is anticipated when replacing a single-story building with a new development of five-stories.

Existing

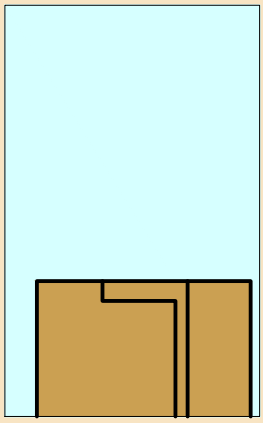
Obstruction of
Skyplane = 9.5%





Proposed

Obstruction of
Skyplane = 56.8%



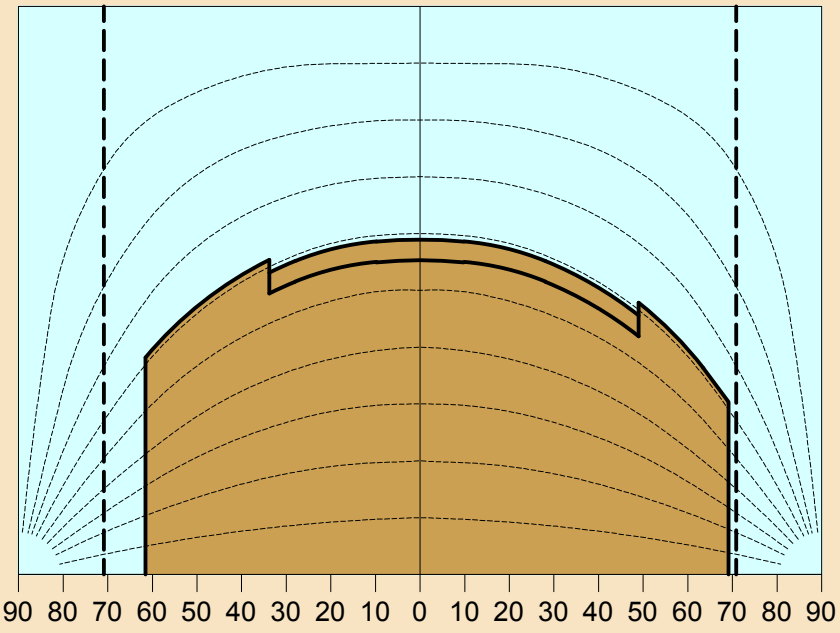


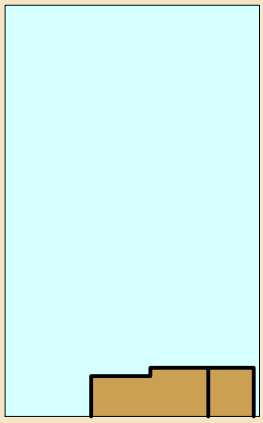
Figure 4.2-1

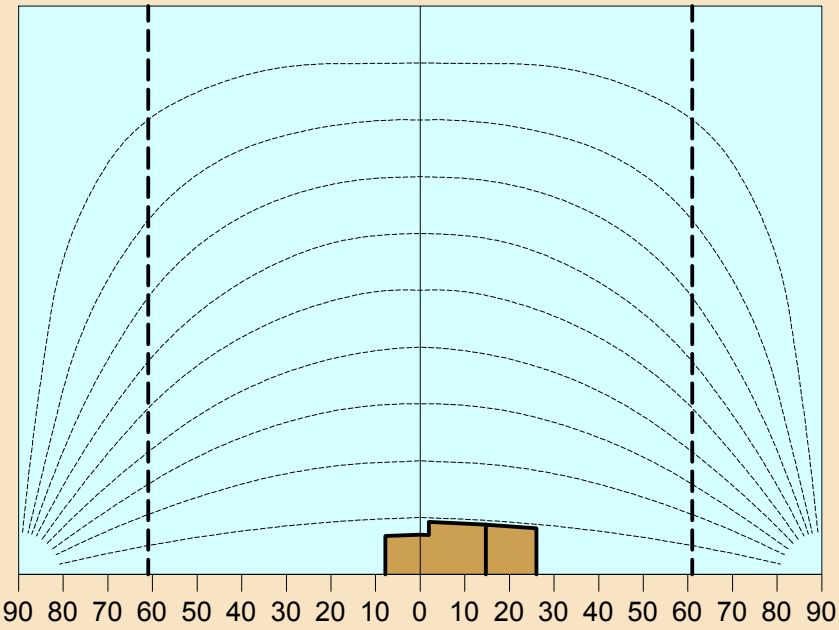
Centerline of Old Colony Avenue - Daylight Analysis

267 Old Colony Avenue
Boston, Massachusetts

Existing

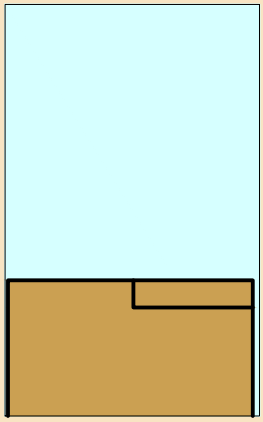
Obstruction of
Skyplane = 2.1%





Proposed

Obstruction of
Skyplane = 58.9%



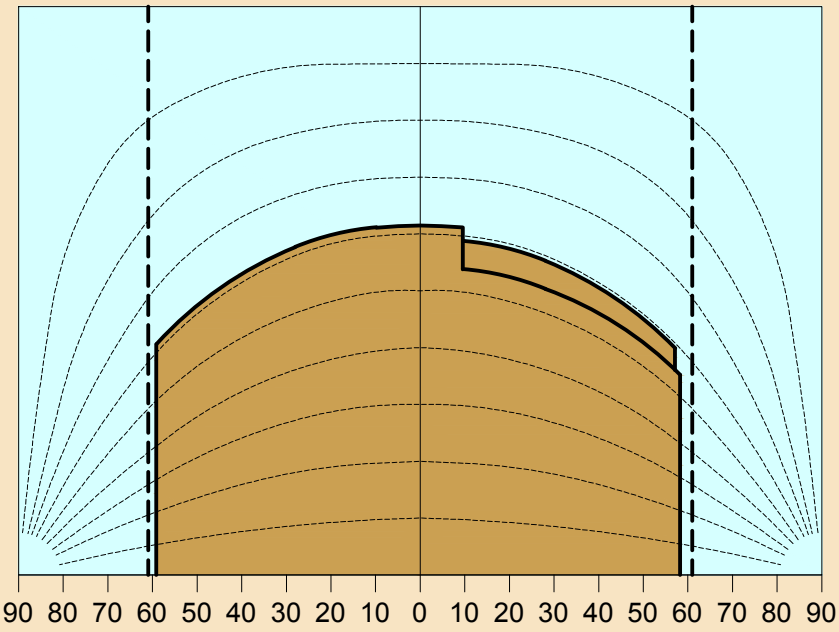


Figure 4.2-2

Centerline of Dorchester Street - Daylight Analysis

267 Old Colony Avenue
Boston, Massachusetts

4.3 Air Quality

Tech Environmental, Inc. performed air quality analyses for the Proposed Project (the "Project") to be located at 267 Old Colony Avenue, South Boston. These analyses consisted of: 1) an evaluation of existing air quality; 2) an evaluation of potential carbon monoxide (CO) impacts from the operation of the Project's enclosed and ventilated parking garage, and 3) a microscale CO analysis for intersections in the Project area that meet the BPDA criteria for requiring such an analysis.

4.3.1 Existing Air Quality

The City of Boston is currently classified as being in attainment of the Massachusetts and National Ambient Air Quality Standards ("NAAQS") for all of the criteria air pollutants except ozone (see **Table 4.3-1**). These air quality standards have been established to protect the public health and welfare in ambient air, with a margin for safety.

The Massachusetts Department of Environmental Protection ("DEP") currently operates air monitors in various locations throughout the city. The closest, most representative, DEP monitors for carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), fine particulate matter ($PM_{2.5}$), coarse particulate matter (PM_{10}), and lead are located at Dudley Square (Harrison Avenue). Harrison Avenue, Boston, MA. The closest, most representative, DEP monitor for ozone is located at Dudley Square (Harrison Avenue).

Table 4.3-2 summarizes the DEP air monitoring data, for the most recent available, complete, three-year period (2015-2017), that are considered to be representative of the project area. **Table 4.3-2** shows that the existing air quality in the Project area is generally much better than the NAAQS. The highest impacts relative to a NAAQS are for ozone and $PM_{2.5}$. Ozone is a regional air pollutant on which the small amount of additional traffic generated by this Project will have an insignificant impact. The Project's operations will not have a significant impact on local $PM_{2.5}$ concentrations.

Table 4.3-1. Massachusetts and National Ambient Air Quality Standards (NAAQS)

Pollutant	Averaging Time	NAAQS (µg/m^3)
Sulfur Dioxide (SO_2)	1-hour^P 3-hour^S Annual^P (Arithmetic Mean)	196[a] 1,300[b] 80
Carbon Monoxide (CO)	1-hour^P 8-hour^P	40,000[b] 10,000[b]
Nitrogen Dioxide (NO_2)	1-hour^P Annual$^{P/S}$ (Arithmetic Mean)	188[c] 100
Coarse Particulate Matter (PM_{10})	24-hour$^{P/S}$	150
Fine Particulate Matter ($PM_{2.5}$)	24-hour$^{P/S}$ Annual^P (Arithmetic Mean) Annual^S (Arithmetic Mean)	35[d] 12[e,f] 15
Ozone (O_3)	8-hour$^{P/S}$	137[g]
Lead (Pb)	Rolling 3-Month Avg.$^{P/S}$	0.15

P = primary standard; S = secondary standard.

[a] 99th percentile 1-hour concentrations in a year (average over three years).

[b] One exceedance per year is allowed.

[c] 98th percentile 1-hour concentrations in a year (average over three years).

[d] 98th percentile 24-hour concentrations in a year (average over three years).

[e] Three-year average of annual arithmetic means.

[f] As of March 18, 2013, the U.S. EPA lowered the $PM_{2.5}$ annual standard from 15 ug/m^3 to 12 ug/m^3.

[g] Three-year average of the annual 4th-highest daily maximum 8-hour ozone concentration must not exceed 0.070 ppm (137 ug/m^3) (effective December 28, 2015); the annual PM_{10} standard was revoked in 2006.

Table 4.3-2. Representative Existing Air Quality in the Project Area

Pollutant, Averaging Period	Monitor Location	Value (μg/m³)	NAAQS (μg/m³)	Percent of NAAQS
CO, 1-hour	Von Hillern Street, Boston	1,925 (1.68 ppm)	40,000	5%
CO, 8-hour	Von Hillern Street, Boston	1,416 (1.24 ppm)	10,000	14%
NO_2, 1-hour	Von Hillern Street, Boston	89.0	188	47%
NO_2, Annual	Von Hillern Street, Boston	47.8	100	48%
Ozone, 8-hour	Harrison Avenue, Boston	120	137	87%
PM_{10}, 24-hour	Harrison Avenue, Boston	28	150	19%
$PM_{2.5}$, 24-hour	Harrison Avenue, Boston	14.2	35	41%
$PM_{2.5}$, Annual	Von Hillern Street, Boston	6.5	12	54%
Lead, Quarterly	Harrison Avenue, Boston	0.017	0.15	12%
SO_2, 1-hour	Harrison Avenue, Boston	15.8	196	8%

Source: MassDEPhttp://www.mass.gov/eea/agencies/massdep/air/quality/air-monitoring-reports-and-studies.html., downloaded January 9,, 2019

Notes:

(1) Annual averages are highest measured during the most recent three-year period for which data are available (2015 - 2017). Values for periods of 24-hours or less are highest, second-highest over the three-year period unless otherwise noted.

(2) The eight-hour ozone value is the 3-year average of the annual fourth-highest values, the 24-hour $PM_{2.5}$ value is the 3-year average of the 98th percentile values, the annual $PM_{2.5}$ value is the 3-year average of the annual values – these are the values used to determine compliance with the NAAQS for these air pollutants.

(3) The one-hour NO_2 value is the -year average of the 98th percentile values and the one-hour SO_2 value is the -year average of the 99th percentile values

(4) Three-year average of the annual 4th-highest daily maximum 8-hour ozone concentration must not exceed 0.070 ppm (137 ug/m³) (effective December 28, 2015); the annual PM_{10} standard was revoked in 2006 and the 3-hour SO_2 standard was revoked by the US EPA in 2010.

4.3.2 Impacts from Parking Garage

The Project also includes an enclosed ground level parking garage designed to provide parking spaces for 52 vehicles. An analysis of the worst-case air quality impacts from the proposed parking garage was performed (see **Appendix B**). The procedures used for this analysis are consistent with U.S. EPA's Volume 9 guidance.[2] The objective of this analysis was to determine the maximum CO concentrations inside the garage and at the closest sensitive receptors surrounding the Project.

[2] US EPA, "Guidelines for Air Quality Maintenance Planning and Analysis Volume 9 (Revised): Evaluating Indirect Sources," EPA-450/4-78-001, September 1978.

These closest sensitive receptors include: air intakes located on the proposed building and nearby existing buildings and pedestrians at ground level anywhere near the Project. CO emissions from motor vehicles operating inside the garage were calculated and the CO concentrations inside the garage and surrounding the Project were based on morning and afternoon peak traffic periods.

The objective of this analysis was to determine the maximum CO concentrations at the closest sensitive receptors surrounding the Project. These closest sensitive receptors include: air intakes located on the proposed building and nearby existing buildings, and pedestrians at ground level anywhere near the Project. The parking garage CO emissions were modeled using an U.S. EPA-approved air model.

Garage Ventilation System

The proposed parking garage will require mechanical ventilation. The garage ventilation system will be designed to provide adequate dilution of the motor vehicle emissions before they are vented outside. The design of the garage ventilation system will meet all building code requirements. Full ventilation of the garage will require a maximum flow of approximately 10,900 cubic feet per minute (cfm) of fresh air. This quantity of air is designed to meet the building code and will be more than adequate to dilute the emissions inside the parking garage to safe levels before they are vented outside.

Peak Garage Traffic Volumes

The peak morning and afternoon one-hour entering and exiting traffic volumes for the garage are shown in **Table 4.3-3**.

Table 4.3-3. Peak-Hour Garage Traffic Volumes

Period	Entering (vehicles/hour)	Exiting (vehicles/hour)	Total (vehicles/hour)
Morning Peak Hour	6	11	17
Afternoon Peak Hour	17	15	32

Source: Howard-Stein Hudson, Inc.

Motor Vehicle Emission Rates

The U.S. Environmental Protection Agency (EPA) MOVES2014b emission factor model was used to calculate single vehicle CO emissions rates, for a vehicle speed of 5 mph. The inputs to the

MOVES2014b model followed the latest guidance from the DEP and were performed for the future traffic year of 2026. The CO emission rate calculated by MOVES2014b, for vehicles moving at 5 miles per hour (mph), was 3.045 grams per vehicle-mile for each entering and exiting vehicle. These emission rates apply to wintertime conditions when motor vehicle CO emissions are greatest due to cold temperatures. MOVES2014b model output is provided in the **Appendix B.**

To determine the maximum one-hour CO emissions inside the garage it was necessary to estimate the amount of time each motor vehicle will be in the parking garage with its engine running. To be conservative, it was assumed that every car entering or leaving the garage will be operating during that peak hour and traveling to or from the garage at the furthest parking spot. The calculations in **Appendix B** show how long each vehicle will be operating in the garage for both the morning and afternoon peak periods.

Peak Garage CO Emission Rate and CO Concentration Inside the Garage

The peak one-hour CO emission rate for the parking garage was calculated to be 0.043 grams per minute for the morning peak hour and 0.082 grams per minute for the afternoon peak hour. Applying the maximum volumetric garage ventilation flow rate for the parking garage, the peak one-hour CO concentration inside the garage was calculated to be 0.12 parts of CO per million parts of air (ppm) for the morning peak hour and 0.23 ppm for the afternoon peak hour. Therefore, the peak one-hour CO concentration inside the garage will be 0.23 ppm with a peak one-hour emission rate of 0.082 grams/minute (0.0014 grams/second), corresponding to the afternoon peak period. These predictions represent conservative estimates of the peak garage CO emissions and concentrations.

Peak Ambient CO Concentration

Worst-case concentrations of CO from the parking garage were predicted for locations around the building using AERMOD model (Version 18081) in screening-mode. The results of the air quality analysis for locations outside and around the building are summarized in **Table 4.3-4**. The results in Table 4.3-4 represent all outside locations on and near the Project Site, including nearby building air intakes and nearby residences. **Appendix B** contains the AERMOD model output.

The AERMOD model in screening-mode was used to predict the maximum concentration of CO by modeling the parking garage emissions as volume sources using worst-case meteorological conditions for an urban area. The screening-mode option simulates modeling results predicted by AERMOD. The predicted concentrations presented here represent the worst-case air quality impacts from the building heating system and parking garage at all locations on and around the Project. AERMOD predicted one-hour average concentrations of air pollutants.

AERMOD predicted that the maximum one-hour CO concentration from the fuel combustion equipment and parking garage will be 0.199 ppm (231.99 $\mu g/m^3$). This concentration represents the maximum CO concentration at any location surrounding the Project. AERSCREEN guidance

allows the maximum eight-hour CO impact to be conservatively estimated by multiplying the maximum one-hour impact by a factor of 0.9 (i.e. the eight-hour impact is 90% of the one-hour impact). The maximum predicted eight-hour CO concentration was determined to be approximately 0.179 ppm (0.199 ppm x 0.9).

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) to protect the public health and welfare in ambient air, with a margin for safety. The NAAQS for CO are 35 ppm for a one-hour average and 9 ppm for an eight-hour average. The Commonwealth of Massachusetts has established the same standards for CO. Conservative, urban CO background values of 1.68 ppm for a one-hour period and 1.24 ppm for an eight-hour period were added to the maximum predicted garage ambient impacts to represent the CO contribution from other, more distant, sources. With the conservative background concentration added, the peak, total, one-hour and eight-hour CO impacts from the parking garage, at any location around the building, will be no larger than 1.88 ppm and 1.42 ppm, respectively. These maximum predicted total CO concentrations (garage exhaust impacts plus background) are safely in compliance with the NAAQS. This analysis demonstrates that the operation of the parking garage will not have an adverse impact on air quality.

Table 4.3-4. Predicted Parking Garage Air Quality Impacts

Location	Peak Predicted One-Hour Impact (ppm)	One-Hour NAAQS (ppm)	Peak Predicted Eight-Hour Impact (ppm)	Eight-Hour NAAQS (ppm)
Outside – Surrounding the Building*	1.88**	35 (NAAQS)	1.42**	9 (NAAQS)

NAAQS = Massachusetts and National Ambient Air Quality Standards for CO (ppm = parts per million)
* Representative of maximum CO impact at all nearby residences, buildings, and sidewalks.
** Includes background concentrations of 1.68 ppm for the one-hour period and 1.24 ppm for the eight-hour period.

4.3.3 Microscale CO Analysis for Selected Intersections

The Boston Planning and Development Agency (BPDA) and the Massachusetts DEP typically require a microscale air quality analysis for any intersection in the Project study area where the level of service (LOS) is expected to deteriorate to D and the proposed project causes a 10% increase in traffic, or where the level of service is E or F and the project contributes to a reduction in LOS. For such intersections, a microscale air quality analysis is required to examine the carbon monoxide (CO) concentrations at sensitive receptors near the intersection.

A microscale CO air quality analysis was performed to predict the maximum one-hour and eight-hour CO concentrations for sensitive receptors at the three intersections in the Project area that

meet the BPDA selection criteria. The analysis was performed for three cases: 2018 Existing, 2025 No-Build, and 2025 Build. Estimation of CO levels at the intersections that meet the BPDA/DEP selection criteria under the 2025 Build scenario provides a good indication of whether the project will interfere with the maintenance of the NAAQS for CO. Since CO levels are highest near intersections where the worst traffic congestion occurs, compliance with the NAAQS at these intersections and receptors protects public health elsewhere in the community.

Dispersion Model

The latest version of the U.S. EPA CAL3QHC model[3] (Version 2.0, dated October 1995) was used to predict maximum one-hour CO concentrations at each intersection from both moving and idling vehicles. This model includes the U.S. EPA CALINE-3 dispersion model[4] along with methods for estimating queue lengths and the contribution of emissions from idling vehicles at intersections. The Air Quality Appendix (**Appendix B**) contains the CAL3QHC model output.

Meteorological Inputs

The following meteorological parameters were selected for the CAL3QHC modeling, in accordance with U.S. EPA and Massachusetts DEP guidance:

- Roughness Length: 370 cm (apartment residential)
- Mixing Height: 1,000 meters
- Wind Speed: 1.0 m/s (minimum)
- Wind Direction: 360^{o} in 10^{o} increments
- Stability Class: Class D.

Intersections

Two intersections were included in the transportation study area, and each of these intersections were considered for a microscale CO air quality analysis. **Table 4.3-5** shows a summary of the 2025 Build LOS analysis for each intersection. The Project will generate a total of 21 motor vehicle trips during the morning peak traffic period and 34 motor vehicle trips during the afternoon peak traffic period. Based on data presented in Section 7 (summarized in **Table 4.3-5**), both intersections meet the DEP/BPDA criteria for a microscale analysis:

1. Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street
2. Old Colony Avenue & Dorchester Avenue/Dorchester Street

[3] U.S. EPA, User's Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollution Concentrations Near Roadway Intersections, Office of Air Quality Planning and Standards, September 1995.

[4] California Department of Transportation, CALINE-3, A Versatile Dispersion Model for Predicting Air Pollutant Levels Near Highways and Arterial Streets, FHWA/CA/TL-79/23, Sacramento, CA, November 1979.

Table 4.3-5. Summary of Build Case Level of Service

Intersection	Existing LOS (AM/PM)	Build LOS (AM/PM)	Requires Analysis?
Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street – signalized	F/F	F/F	YES
Old Colony Avenue & Dorchester Avenue/Dorchester Street – signalized	F/F	F/F	YES

The LOS shown represents the overall delay at each signalized
Source: Howard/Stein-Hudson Associates, Inc.

Receptors

Receptors are the locations where the CAL3QHC model predicts CO concentrations. Receptors were placed at the corners of each intersection representing the worst-case locations, where the public could have access. Following U.S. EPA guidance, all receptors were placed at a height of 1.8 meters and were located at least 3 meters from roadway curbsides.

Modeled Roadways

Each roadway approach was modeled as approximately 100 meters, free-flow (moving vehicles), line source. The width of each free-flow link was set equal to the roadway width (excluding the parking areas) plus 3 meters on each side. Composite CO emission rates, in units of grams per mile, were applied to each free-flow link.

Each roadway approach with traffic signal control was also modeled as a queue link (vehicles waiting for a traffic signal to turn green). The width of each queue link was modeled as the actual approach lane width. The length of each queue was calculated by the CAL3QHC model. A CO emission factor, in grams per hour, was applied to each queue link.

The CAL3QHC model requires the input of signal timing for signalized intersections. All three of the intersections are signalized and were modeled as being signalized for all three cases. Signal timings were provided by Howard/Stein-Hudson Associates, Inc. and are shown in the **Appendix B** for the peak periods that were modeled

Eight-Hour Average CO Concentrations

Peak eight-hour CO concentrations from roadway traffic were calculated by multiplying the model predicted one-hour CO values (without an added background concentration) by a persistence factor of 0.7.[5] The persistence factor takes into account that the intensity of the traffic during the peak

[5] U.S. EPA, Guideline for Modeling Carbon Monoxide from Roadway Intersections, EPA-454/R-92-005, Office of Air Quality Planning and Standards, November 1992.

eight-hour period will be less than that which will occur during the peak one-hour period. It also takes into account that the worst-case meteorological conditions (i.e. low wind speed blowing directly from the source to the receptor), corresponding to the peak one-hour concentrations, will not persist for an entire eight-hour period.

Background CO Concentrations

The one-hour and eight-hour traffic-related CO concentrations predicted by the CAL3QHC model were added to conservative one-hour and eight-hour background CO concentrations of 1.68 parts of CO ppm and 1.24 ppm, respectively, for the existing case. Background concentrations for the year 2025 will likely be lower than the existing background CO concentrations. To be conservative, the same background concentrations were used for the 2025 No-Build and Build cases. The sums of the CAL3QHC modeled CO concentrations plus background were compared to the NAAQS for CO.

CO Emission Factors

The MOVES2014b Emission Factor Model was used to predict the composite CO emission factors for moving (free flow) vehicles at the intersections and the idle emission factors for vehicles queued at traffic signals. Output from the MOVES2014b model is included in the **Appendix B**.

Idle emission factors were calculated from the MOVES2014b emission factors following U.S. EPA guidance. The idle emission factors for 2018 and 2025 were determined to be 6.39 and 2.94 grams/hour, respectively. MOVES2014b was used to predict the free flow emission rate for vehicles traveling on the roadways, conservatively using a vehicle speed of 25 mph for all of the modeled roadways. The free flow CO emission rates for a traffic speed of 25 mph were predicted to be 2.89 grams/mile in 2018 and 1.98 grams/mile in 2025.

Traffic Information

Traffic volume data were available for the peak weekday morning and afternoon periods. Traffic data for the period with the worst LOS (i.e. largest traffic congestion and vehicle delays) at each intersection were modeled to reflect the potential worst-case air quality impacts.

Predicted Project Impacts

The microscale air quality analysis predicted maximum one-hour and eight-hour CO concentrations for sensitive receptors for three intersections in the project area which meet the BPDA/DEP selection criteria. The highest predicted CO concentrations for the one-hour and eight-hour periods, which consist of the sum of the maximum predicted impacts from intersection traffic and a conservative background CO concentration, are summarized in **Tables 4.3-6** and **4.3-7**. The results in these tables do not represent typical air pollution levels in the project area. Rather, they represent the highest concentrations that could exist during the joint occurrence of worst-case meteorology and peak roadway traffic.

2018 Existing Case: The maximum predicted one-hour and eight-hour CO concentrations, including conservative background concentrations of CO, for the 2018 Existing case are 2.4 ppm and 1.9 ppm, respectively. These maximum air quality impacts are predicted are in compliance with the NAAQS for CO.

2025 No-Build Case: For the 2025 No-Build case, the maximum predicted one-hour and eight-hour CO concentrations, including conservative background concentrations of CO, are 2.1 ppm and 1.6 ppm, respectively. These maximum concentrations are less than those predicted for the 2018 Existing case and comply with the one-hour and eight-hour NAAQS for CO.

Table 4.3-6. Maximum Predicted One-Hour CO Concentrations at Sensitive Receptors (ppm)

Intersection	2018 Existing	2025 No-Build	2025 Build
Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street	2.4	2.1	2.1
Old Colony Avenue & Dorchester Avenue/Dorchester Street	2.3	2.1	2.1
NAAQS	**35**	**35**	**35**

Note: Maximum predicted one-hour concentrations include background concentrations. The added one-hour average background CO concentration is 1.68 ppm in 2018 and 2025.

2025 Build Case: For the 2025 Build case, the maximum predicted one-hour and eight-hour CO concentrations, including conservative background concentrations of CO, are 2.1 and 1.6 ppm, respectively. These maximum concentrations are less than those predicted for the 2018 Existing case and the same as the 2025 No-Build case. The predicted CO impacts at all receptors are safely in compliance with the one-hour and eight-hour NAAQS for CO. These results demonstrate that the project will not have an adverse impact on air quality at the most congested intersections in the project area.

Table 4.3-7. Maximum Predicted Eight-Hour CO Concentrations at Sensitive Receptors (ppm)

Intersection	2018 Existing	2025 No-Build	2025 Build
Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street	1.9	1.6	1.6
Old Colony Avenue & Dorchester Avenue/Dorchester Street	1.8	1.6	1.6
NAAQS	**9**	**9**	**9**

Note: Maximum predicted eight-hour concentrations include background concentrations. The added eight-hour average background CO concentration is 1.24 ppm in 2018 and 2025.

The maximum predicted CO impacts for the 2025 No-Build and Build cases are lower than those predicted for the 2018 Existing Case. This is a result of the lower CO emission rates for motor vehicles predicted by the MOVES2014b model for 2025, compared to 2018. The reduction in motor vehicle CO emission rates is primarily a result of the improved motor vehicle emission controls, and occurs as newer vehicles with lower CO emissions replace older vehicles on the road. The results show that the project will not have a significant impact on the air quality at the analyzed intersections.

The worst-case air quality impacts at the Project site can be conservatively represented by the highest predicted CO concentration at the intersection of Old Colony Avenue & Dorchester Avenue/Dorchester Street, which is adjacent to the Project site. Adding in the impacts from the parking garage, the conservative estimate of the worst-case total one-hour and eight-hour CO impacts at the Project site will be 2.5 ppm and 2.0 ppm, respectively. These values are safely in compliance with the NAAQS for CO and indicate that the Project will not have an adverse impact on local air quality.

4.3.7 Conclusions

The microscale CO air quality dispersion modeling analysis clearly indicates that the worst-case traffic generated by the Project will not cause or contribute to any violations of the NAAQS for CO, and will not significantly affect air quality. Total CO impacts at the intersections with the largest delays and at the Project site, including the impacts from the enclosed garage, are predicted to be safely in compliance with the NAAQS for CO.

4.4 Noise Impacts

Tech Environmental, Inc., performed a noise study to determine whether the operation of the proposed Project will comply with the City of Boston Noise Regulations and the Massachusetts Department of Environmental Protection ("DEP") Noise Policy.

4.4.1 Common Measures of Community Noise

The unit of sound pressure is the decibel (dB). The decibel scale is logarithmic to accommodate the wide range of sound intensities to which the human ear is subjected. A property of the decibel scale is that the sound pressure levels of two separate sounds are not directly additive. For example, if a sound of 70 dB is added to another sound of 70 dB, the total is only a 3-decibel increase (or 73 dB), not a doubling to 140 dB. Thus, every 3 dB increase represents a doubling of sound energy. For broadband sounds, a 3 dB change is the minimum change perceptible to the human ear. **Table 4.4-1** gives the perceived change in loudness of different changes in sound pressure levels.[6]

Table 4.4-1. Subjective Effects of Changes in Sound Pressure Levels

Change in Sound Level	Apparent Change in Loudness
3 dB	Just perceptible
5 dB	Noticeable
10 dB	Twice (or half) as loud

Non-steady noise exposure in a community is commonly expressed in terms of the A-weighted sound level (dBA); A-weighting approximates the frequency response of the human ear. Levels of many sounds change from moment to moment. Some are sharp impulses lasting 1 second or less, while others rise and fall over much longer periods of time. There are various measures of sound pressure designed for different purposes. To establish the background ambient sound level in an area, the L_{90} metric, which is the sound level exceeded 90 percent of the time, is typically used. The L_{90} can also be thought of as the level representing the quietest 10 percent of any time period. Similarly, the L_{10} can also be thought of as the level representing the quietest 90 percent of any time period. The L_{10} and L_{90} are broadband sound pressure measures, i.e., they include sounds at all frequencies.

Sound level measurements typically include an analysis of the sound spectrum into its various frequency components to determine tonal characteristics. The unit of frequency is Hertz (Hz), measuring the cycles per second of the sound pressure waves, and typically the frequency analysis examines nine octave bands from 32 Hz to 8,000 Hz. A source is said to create a pure tone if acoustic energy is concentrated in a narrow frequency range and one octave band has a sound level 3 dB greater than both adjacent octave bands.

[6] American Society of Heating, Refrigerating and Air Conditioning Engineers, Inc., 1989 ASHRAE Handbook--Fundamentals (I-P) Edition, Atlanta, GA, 1989.

The acoustic environment in an urban area such as the Project area results from numerous sources. Observations show that major contributors to the background sound level in the Project area include motor vehicle traffic on local and distant streets, aircraft over-flights, mechanical equipment on nearby buildings, nature noises such as insects, tree frogs, small animals, and general city noises such as street sweepers and police/fire sirens. Typical sound levels associated with various activities and environments are presented in **Table 4.4-2**.

4.4.2 Noise Regulations

Commonwealth Noise Policy

The DEP regulates noise through 310 CMR 7.00, "Air Pollution Control." In these regulations "air contaminant" is defined to include sound and a condition of "air pollution" includes the presence of an air contaminant in such concentration and duration as to "cause a nuisance" or "unreasonably interfere with the comfortable enjoyment of life and property."

Regulation 7.10 prohibits "unnecessary emissions" of noise. The DEP DAQC Policy Statement 90-001 (February 1, 1990) interprets a violation of this noise regulation to have occurred if the noise source causes either:

1. An increase in the broadband sound pressure level of more than 10 dBA above the ambient level; or
2. A "pure tone" condition.

The ambient background level is defined as the L_{90} level as measured during equipment operating hours. A "pure tone" condition occurs when any octave band sound pressure level exceeds both of the two adjacent octave band sound pressure levels by 3 dB or more.

The DEP does not regulate noise from motor vehicles accessing a site or the equipment backup notification alarms. Therefore, the provisions described above only apply to a portion of the sources that may generate sound following construction of the Project.

Local Regulations

The City of Boston Environment Department regulates noise through the Regulations for the Control of Noise as administered by the Air Pollution Control Commission. The Project is located in an area consisting of commercial and residential uses. The Project will have low-rise residential uses to the north, east, and south. The Project must comply with Regulation 2.2 for noise levels in Residential Zoning Districts at these residential locations**.** **Table 4.4-3** lists the maximum allowable octave band and broadband sound pressure levels for residential and business districts. Daytime is defined by the City of Boston Noise Regulations as occurring between the hours of 7:00 a.m. and 6:00 p.m. daily except Sunday. Compliance with the most restrictive nighttime residential limits will ensure compliance for other land uses with equal or higher noise limits.

Table 4.4-2. Common Indoor and Outdoor Sound Levels

Outdoor Sound Levels	Sound Pressure (μPa)	Sound Level (dBA)	Indoor Sound Levels
	6,324,555	110	Rock Band at 5 m
Jet Over-Flight at 300 m		105	
	2,000,000	100	Inside New York Subway Train
Gas Lawn Mower at 1 m		95	
	632,456	90	Food Blender at 1 m
Diesel Truck at 15 m		85	
Noisy Urban Area—Daytime	200,000	80	Garbage Disposal at 1 m
		75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	70	Vacuum Cleaner at 3 m
Suburban Commercial Area		65	Normal Speech at 1 m
	20,000	60	
Quiet Urban Area—Daytime		55	Quiet Conversation at 1m
	6,325	50	Dishwasher Next Room
Quiet Urban Area—Nighttime		45	
	2,000	40	Empty Theater or Library
Quiet Suburb—Nighttime		35	
	632	30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		25	Empty Concert Hall
Rustling Leaves	200	20	Average Whisper
		15	Broadcast and Recording Studios
	63	10	
		5	Human Breathing
Reference Pressure Level	20	0	Threshold of Hearing

Notes: μPa, or micro-Pascals, describes sound pressure levels (force/area). DBA, or A-weighted decibels, describes sound pressure on a logarithmic scale with respect to 20 μPa (reference pressure level).

Table 4.4-3. Maximum Allowable Sound Pressure Levels (dB) City of Boston

Octave Band (Hz)	Zoning District		
	Residential (Daytime)	Residential (All Other Times)	Business (anytime)
32 Hz	76	68	79
63 Hz	75	67	78
125 Hz	69	61	73
250 Hz	62	52	68
500 Hz	56	46	62
1000 Hz	50	40	56
2000 Hz	45	33	51
4000 Hz	40	28	47
8000 Hz	38	26	44
Broadband (dBA)	**60**	**50**	**65**

4.4.3 Pre-Construction Sound Level Measurements

Existing baseline sound levels in the Project area were measured during the quietest overnight period when human activity and street traffic were at a minimum, and when the Project's mechanical equipment (the principal sound sources) could be operating. Since the Project's mechanical equipment may operate at any time during a 24-hour day, a weekday between 11:00 p.m. and 4:00 a.m. was selected as the worst-case time period, i.e., the time period when Project-related sounds may be most noticeable due to the quieter background sound levels. Establishing an existing background (L_{90}) during the quietest hours of the facility operation is a conservative approach for noise impact assessment and is required by the DEP Noise Policy.

The nighttime noise measurement locations are as follows (see the **Figure 1** in the **Appendix C**):

Monitoring Location #1: 267 Old Colony Avenue

Monitoring Location #2: 288 Dorchester Street

Monitoring Location #3: 330 Dorchester Street

Broadband (dBA) and octave band sound level measurements were made with a Bruel and Kjaer (B&K) Model 2250 environmental sound level analyzer, at each monitoring location, for a duration of approximately thirty minutes. The full octave band frequency analysis was performed on the frequencies spanning 16 to 16,000 Hertz. A time-integrated statistical analysis of the data used to quantify the sound variation was also performed, including the calculation of the L_{90}, which is used to set the ambient background sound level.

The B&K model 2250 is equipped with a ½" precision condenser microphone and has an operating range of 5 dB to 140 dB and an overall frequency range of 3.5 Hz to 20,000 Hz. This meter meets or exceeds all requirements set forth in the ANSI S1.4-1983 Standards for Type 1 quality and accuracy and the State and City requirements for sound level instrumentation. Prior to any measurements, this sound analyzer was calibrated with an ANSI Type 1 calibrator that has an accuracy traceable to the National Institute of Standards and Technology (NIST). During all measurements, the B&K 2250 was tripod mounted at approximately five feet above the ground in open areas away from vertical reflecting surfaces.

The sound level monitoring was conducted Monday night, February 11, 2019, into Tuesday morning, February 12, 2019. Weather conditions during the sound survey were conducive to accurate sound level monitoring: the temperature was 33° F, the skies were clear, and the winds were 7 to 10 mph, from the northwest. The microphone of the sound level analyzer was fitted with a 7-inch windscreen to negate any effects of wind-generated noise.

The nighttime sound level measurements taken in the vicinity of the Project Site reveal sound levels that are typical for an urban area. A significant source of existing sound at all locations is motor vehicle traffic local streets, residential and commercial air handling equipment.

The results of the nighttime baseline sound level measurements are presented in **Table 4.4-4**, and the complete measurement printouts are provided in **Appendix C**. The nighttime background L_{90} level was 42.7 dBA at Location #1, 45.5 dBA at Location #2, and 40.9 dBA at Location #3. The octave band data in **Table 4.4-4** show that no pure tones were detected in the nighttime noise measurements.

Noise monitoring at the Project Site during the evening peak traffic period was used to evaluate the existing ambient sound levels and to evaluate conformance with the Site Acceptability Standards established by HUD for residential development. The purpose of the HUD guidelines is to provide standards for determining the acceptability of residential project locations with regards to existing sound levels. The HUD criteria regarding the day-night average sound level (L_{dn}) are listed below. These standards apply to L_{dn} measurements taken several feet from the building in the direction of the predominant source of noise.

- Normally Acceptable – L_{dn} not exceeding 65 dBA
- Normally Unacceptable – L_{dn} above 65 dBA but not exceeding 75 dBA
- Unacceptable – L_{dn} above 75 dBA.

These HUD standards do not apply to this Project, but are used as guidance regarding the suitability of the Project area with regard to background sound levels.

Daytime sound level measurements were taken to help estimate the L_{dn} for the Project Site. A 30-minute sound level measurement was taken during the morning, on Wednesday, February 6, 2019 between 10:26 a.m. and 10:56 a.m. at 288 Dorchester Avenue (the closest location to the project). The weather conditions during the sound survey were conducive to accurate sound level monitoring: the skies were clear, and the winds were approximately 6-10 mph. The microphone of the sound level analyzer was fitted with a 7-inch windscreen to negate any effects of wind-generated noise.

The daytime sound level measurements taken in the vicinity of the Project Site reveal sound levels that are typical for an urban area. The main sources of noise during the evening period sound level measurements were motor vehicle traffic on nearby local streets, public buses and pedestrians.

The L_{eq} measured during the morning period was 64.5 dBA at Dorchester Avenue. The L_{eq} sound level measured during the nighttime at the same location was 59.6 dBA. Using both the daytime and nighttime L_{eq} sound levels, the calculated L_{dn} for the site is 67.1 dBA, which is slightly above the HUD guideline noise limit of 65 dBA primarily due to the traffic on Dorchester Street and Old Colony Avenue.

It is assumed that standard building construction practices will result in at least a 30-dBA reduction of sound from outdoor sound levels. The Proponent will incorporate sound mitigation, as necessary, to assure that the typical urban sound sources do not result in noise impacts greater than 45 dBA inside the residential units closest to the neighboring streets.

Table 4.4-4. Nighttime Baseline Sound Level Measurements, February 11-12, 2019

Sound Level Measurement	(Location #1) 267 Old Colony Ave. 12:14 a.m. - 12:44 a.m.	(Location #2) 288 Dorchester St. 11:43 p.m.- 12:13 a.m.	(Location #3) 330 Dorchester St. 12:46 a.m. – 1:16 a.m.
Broadband (dBA)			
Background (L_{90})	42.7	45.5	40.9
Octave Band L_{90} (dB)			
16 Hz	53.8	57.1	53.1
32 Hz	55.7	58.0	54.2
63 Hz	54.2	57.4	54.4
125 Hz	49.0	51.2	46.1
250 Hz	44.2	45.5	43.3
500 Hz	40.1	42.3	38.1
1000 Hz	36.4	40.7	34.3
2000 Hz	30.1	34.7	27.4
4000 Hz	22.9	26.4	20.9
8000 Hz	17.8	20.3	15.9
16000 Hz	12.3	13.5	11.7
Pure Tone?	No	No	No

4.4.4 Reference Data and Candidate Mitigation Measures

The mechanical systems for the Proposed Project are in the early design stage. Typical sound power data for the equipment of the expected size and type for the Project have been used in the acoustic model to represent the Project's mechanical equipment. The sound levels from all potential significant Project noise sources are discussed in this section.

The design for the Proposed Project is expected to include the following significant mechanical equipment:

- One (1) Carrier Ultra Low Sound Model 30RAP150 air cooled chiller unit.

The equipment listed above, which will be located on the building rooftop, was included in the noise impact analysis. The Project's traffic was not included in the noise analysis because motor vehicles are exempt under both the City of Boston and Massachusetts DEP noise regulations.

The sound generation profiles for the mechanical equipment noise sources operating concurrently under full-load conditions were used to determine the maximum possible resultant sound levels from the Project Site as a whole, to define a worst-case scenario. To be in compliance with City and DEP regulations, the resultant sound level must not exceed the allowable octave band limits in the City of Boston noise regulation and must be below the allowable incremental noise increase, relative to existing noise levels, as required in the DEP Noise Policy.

This sound level impact analysis was performed using sound generation data for representative equipment to demonstrate compliance with noise regulations. As the building design evolves, the sound generation for the actual equipment selected may differ from the values that were utilized for the analysis.

To minimize the sound level at nearby residences, the following noise mitigation specifications will be incorporated into the final engineering design of the Proposed Project, as necessary, to comply with the applicable sound level criteria:

- The proposed air-cooled chiller unit will be fully enclosed with a sound wall with a minimum height of 10-feet; or
- As the plans are fuller developed, an air-cooled chiller will be specified as the mechanical equipment for the Proposed Project without the need for a sound wall.

4.4.5 Calculated Future Sound Levels

Methodology

Future maximum sound levels at the upper floors of all existing residences bordering the Project were calculated with acoustic modeling software assuming simultaneous operation of all mechanical equipment at their maximum loads.

The Cadna-A computer program, a comprehensive 3-dimensional acoustical modeling software package was used to calculate Project generated sound propagation and attenuation.[7] The model is based on ISO 9613, an internationally recognized standard specifically developed to ensure the highly accurate calculation of environmental noise in an outdoor environment. ISO 9613 standard incorporates the propagation and attenuation of sound energy due to divergence with distance, surface and building reflections, air and ground absorption, and sound wave diffraction and shielding effects caused by barriers, buildings, and ground topography.

Receptors

The closest/worst-case sensitive (residential) location is to the west of the project area at 12 Jenkins Street. This location was selected based on the proximity of the equipment (smaller distances correspond to larger noise impacts) and the amount of shielding by the project (residences further from the project will experience less shielding from the Project's rooftop mechanical equipment, which may result in larger potential noise impacts from the Project). This location is expected to receive the largest sound level impacts from the Project's rooftop mechanical equipment. It can be classified as a residential zone.

[7] Cadna-A Computer Aided Noise Abatement Program, Version 4.3

The sound level impacts from the building's mechanical equipment were predicted at the closest residential location, as well as additional residential uses to the west (322 Dorchester Street, 14 Jenkins Street & 20 Jenkins Street), and east (Boston Housing Authority at 280-290 Dorchester Street & Boston Housing Authority at 20 Patterson Way). Figure 1 in Appendix C shows the locations of the modeled noise receptors. Noise impacts at other nearby noise-sensitive locations (residences, parks, etc.) farther from the Project Site will be less than those predicted for these receptors.

4.4.6 Compliance with State and Local Noise Standards

The City of Boston and DEP noise standards apply to the operation of the mechanical equipment at the proposed Project. The details of the noise predictions are presented in **Tables 4.4-5** through **4.4-10**. The sound impact analysis includes the simultaneous operation of the Project's rooftop HVAC equipment. The predicted sound levels are worst-case predictions that represent all hours of the day, as the analysis assumes full operation of the mechanical equipment 24-hours a day. The typical sound level impacts from the mechanical equipment will likely be lower than what is presented here, since most mechanical equipment will operate at full-load only during certain times of the day and during the warmer months of the year. Sound level impacts at locations farther from the Project (e.g. other residences, etc.) will be lower than those presented in this report.

City of Boston Noise Standards

The noise impact analysis results, presented in **Tables 4.4-5** through **4.4-10**, reveal that the sound level impact at the upper floors of the closest residences will be between 37.0 and 45.0 dBA. The smallest sound level impact of 37.0 dBA is predicted to occur at 14 Jenkins Street. The largest sound level impact of 45.0 dBA is predicted to occur at 12 Jenkins Street. Noise impacts predicted at all locations are in compliance with the City of Boston's nighttime noise limit (50 dBA) for a residential area. Note that sound levels from the Project will be below the residential nighttime limits at all times. The results also demonstrate compliance with the City of Boston, residential, non-daytime, octave band noise limits at both closest locations.

The City of Boston noise limits for business areas are significantly higher than the nighttime noise limits for residential areas (see **Table 4.4-3**). The Project will also easily comply with the City of Boston business area noise limits at all surrounding commercial properties.

Massachusetts DEP Noise Regulations

The predicted sound level impacts at the worst-case residential locations were added to the measured L_{90} value of the quietest daily hour to test compliance with DEP's noise criteria. Assuming the Project's mechanical noise is constant throughout the day, the Project will cause the largest increase in sound levels during the period when the lowest background noise occurs. Minimum background sound levels (diurnal) typically occur between 12:00 a.m. and 5:00 a.m.

The predicted sound level impacts at the upper floors of the closest residences were added to the L_{90} values measured during the period with the least amount of background noise to test compliance with DEP's noise criteria. The predicted noise impacts at the property line and the closest residences were added to the most-representative measured L_{90} values to determine the largest possible increase in the sound level at each location during the quietest hour at the Project Site.

As shown in **Tables 4.4-5** through **4.4-10**, the Project is predicted to produce a less than 6 dBA change in the background sound levels at all modeled locations. Therefore, the Project's worst-case sound level impacts during the quietest nighttime periods will be in compliance with the Massachusetts DEP allowed noise increase of 10 dBA. The noise predictions for each octave band indicate that the mechanical equipment will not create a pure tone condition at any location.

Table 4.4-5. Estimated Future Sound Level Impacts – Anytime, 322 Dorchester Street – Location R1

Octave Bands	Residential Nighttime Noise Standards	Maximum Predicted Sound Levels*
32 Hz	68	48
63 Hz	67	46
125 Hz	61	47
250 Hz	52	43
500 Hz	46	45
1000 Hz	40	39
2000 Hz	33	32
4000 Hz	28	26
8000 Hz	26	22
Broadband (dBA)	**50**	**45**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	Maximum Sound Levels* (dBA)
Existing Nighttime Background, L_{90} (Location #3)	40.9
267 Old Colony Avenue Project*	44.8
Calculated Combined Future Sound Level	46.3
Calculated Incremental Increase	+5.4
Compliance with DEP Noise Policy?	Yes

* Assumes full-load operation of all mechanical equipment.
Note: DEP Policy allows a sound level increase of up to 10 dBA

Table 4.4-6. Estimated Future Sound Level Impacts – Anytime, 12 Jenkins Street (Closest/Worst Case Residence) – Location R2

Octave Bands	Residential Nighttime Noise Standards	Maximum Predicted Sound Levels*
32 Hz	68	45
63 Hz	67	44
125 Hz	61	47
250 Hz	52	43
500 Hz	46	46
1000 Hz	40	39
2000 Hz	33	32
4000 Hz	28	23
8000 Hz	26	20
Broadband (dBA)	**50**	**45**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	Maximum Sound Levels* (dBA)
Existing Nighttime Background, L_{90} (Location #3)	40.9
267 Old Colony Avenue Project*	45.0
Calculated Combined Future Sound Level	46.4
Calculated Incremental Increase	+5.6
Compliance with DEP Noise Policy?	Yes

*Assumes full-load operation of all mechanical equipment.
Note: DEP Policy allows a sound level increase of up to 10 dBA.

Table 4.4-7. Estimated Future Sound Level Impacts – Anytime, 14 Jenkins Street – Location R3

Octave Bands	Residential Nighttime Noise Standards	Maximum Predicted Sound Levels*
32 Hz	68	45
63 Hz	67	41
125 Hz	61	40
250 Hz	52	34
500 Hz	46	35
1000 Hz	40	33
2000 Hz	33	26
4000 Hz	28	19
8000 Hz	26	17
Broadband (dBA)	**50**	**37**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	Maximum Sound Levels* (dBA)
Existing Nighttime Background, L_{90} (Location #3)	40.9
267 Old Colony Avenue Project*	37.0
Calculated Combined Future Sound Level	42.4
Calculated Incremental Increase	+1.5
Compliance with DEP Noise Policy?	Yes

*Assumes full-load operation of all mechanical equipment.
Note: DEP Policy allows a sound level increase of up to 10 dBA.

Table 4.4-8. Estimated Future Sound Level Impacts – Anytime, 20 Jenkins Street – Location R4

Octave Bands	Residential Nighttime Noise Standards	Maximum Predicted Sound Levels*
32 Hz	68	43
63 Hz	67	41
125 Hz	61	43
250 Hz	52	39
500 Hz	46	41
1000 Hz	40	35
2000 Hz	33	27
4000 Hz	28	19
8000 Hz	26	16
Broadband (dBA)	**50**	**41**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	Maximum Sound Levels* (dBA)
Existing Nighttime Background, L_{90} (Location #3)	40.9
267 Old Colony Avenue Project*	40.7
Calculated Combined Future Sound Level	43.8
Calculated Incremental Increase	+3.0
Compliance with DEP Noise Policy?	Yes

*Assumes full-load operation of all mechanical equipment.
Note: DEP Policy allows a sound level increase of up to 10 dBA.

Table 4.4-9. Estimated Future Sound Level Impacts – Anytime, Boston Housing Authority at 280-290 Dorchester Street – Location R5

Octave Bands	Residential Nighttime Noise Standards	Maximum Predicted Sound Levels*
32 Hz	68	43
63 Hz	67	41
125 Hz	61	43
250 Hz	52	39
500 Hz	46	43
1000 Hz	40	39
2000 Hz	33	33
4000 Hz	28	25
8000 Hz	26	20
Broadband (dBA)	**50**	**44**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	Maximum Sound Levels* (dBA)
Existing Nighttime Background, L_{90} (Location #2)	45.5
267 Old Colony Avenue Project*	43.5
Calculated Combined Future Sound Level	47.6
Calculated Incremental Increase	+2.1
Compliance with DEP Noise Policy?	Yes

*Assumes full-load operation of all mechanical equipment.
Note: DEP Policy allows a sound level increase of up to 10 dBA.

Table 4.4-10. Estimated Future Sound Level Impacts – Anytime, Boston Housing Authority at 20 Patterson Way – Location R6

Octave Bands	Residential Nighttime Noise Standards	Maximum Predicted Sound Levels*
32 Hz	68	42
63 Hz	67	41
125 Hz	61	43
250 Hz	52	39
500 Hz	46	42
1000 Hz	40	36
2000 Hz	33	28
4000 Hz	28	20
8000 Hz	26	14
Broadband (dBA)	**50**	**42**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	Maximum Sound Levels* (dBA)
Existing Nighttime Background, L_{90} (Location #1)	42.7
267 Old Colony Avenue Project*	41.6
Calculated Combined Future Sound Level	45.2
Calculated Incremental Increase	+2.5
Compliance with DEP Noise Policy?	Yes

*Assumes full-load operation of all mechanical equipment.
Note: DEP Policy allows a sound level increase of up to 10 dBA.

4.4.7 Conclusions

Sound levels at all nearby sensitive locations and at all property lines will fully comply with the most stringent City of Boston and DEP daytime and nighttime sound level limits.

4.5 Stormwater Management and Water Quality

The Proposed Project is expected to substantially improve the water quality and will meet the Boston Water and Sewer Commission (BWSC) Site Plan requirements. The existing storm drain utility infrastructure surrounding the Site appears to be of adequate capacity to service the needs of the Project. The Project will result in an increase in impervious area, but will improve the quality and attenuate the quantity of stormwater runoff being discharged to BWSC storm drain system through the installation of an on-site infiltration system. It is anticipated that the equivalent of 1-inch over the site's impervious area can be recharged.

Erosion and sediment controls will be used during construction to protect adjacent properties, the municipal storm drain system and the on-site storm drain system. A pollution prevention plan, if required, will be prepared for use during construction including during demolition activity.

4.6 Solid and Hazardous Waste Materials

4.6.1 Solid Waste

During the preparation of the Site, debris from the parking lot will be removed from the Project Site. The Proponent will ensure that waste removal and disposal during construction and operation will be in conformance with the City and DEP's Regulations for Solid Waste.

Upon completion of construction, the Project is estimated to generate approximately 90 tons of solid waste per year, based on the assumption that each of the 64 units will each generate approximately 1.4 tons per year of solid waste. Currently, we do not know the nature of the commercial space. A significant portion of the waste will be recycled. The project will also include ambitious goals for construction waste management in order to meet the requirements for the LEED™ rating system. This strategy will divert demolition and construction waste by reusing and recycling materials.

In order to meet the requirements for the Boston Environmental Department and the LEED™ rating system, the Project will include space dedicated to the storage and collection of recyclables. The recycling program will meet or exceed the City's guidelines, and provide areas for waste paper and newspaper, metal, glass, and plastics (21 through 27, co-mingled).

4.6.2 Hazardous Waste and Materials

Cooperstown Environmental LLC (Cooperstown) conducted a Phase I Environmental Site Assessment (ESA) at 267 Old Colony Avenue ("Subject Site") in South Boston. The ESA described the history of the Subject Site and adjoining properties dating back to 1888. The ESA included a review of regulatory and historical records, site reconnaissance, and interviews with persons having knowledge of the property. The ESA found no evidence of recognized environmental conditions (REC's) in connection with the Subject Property except for the following:

- Historic aerial photos, Sanborn Maps, and City Directories records indicated the presence of an auto repair facility on the Subject Property in the past, beginning in 1930. There was no record of reportable release at the Subject Property, but given the nature of automotive repair practices over the last eighty years and potential contaminants involved, this was considered in the ESA as a REC.

- While the ESA indicated that some findings do not constitute Recognized Environmental Conditions (REC), based on the presence of metals and PAHs in urban fill in surrounding sites above RCS-1 reportable concentrations, it was possible that fill at the Subject Site may also contain these constituents above RCS-1 reportable concentrations. Therefore, any off-site disposal of these soils, if required, would require proper management and disposal of excavated materials consistent with MassDEP Similar Soils Policy.

- Based on the identified REC, the ESA recommended that a limited Phase II analysis be conducted at the Subject Site including soil and groundwater sampling to determine subsurface conditions prior to redevelopment.

The Project Proponent will retain a Licensed Site Professional (LSP) to manage the environmental aspects of the project, including proper management and/or off-site disposal of contaminated soil and groundwater encountered during construction. The Phase I ESA is available upon request.

4.7 Geotechnical/Groundwater Impacts Analysis

KMM Geotechnical Consultants, LLC, the geotechnical engineer, completed a "Geotechnical Summary Report (GSR)" for the Proposed Site on February 19, 2019.

Existing development includes a single-story retail strip plaza with associated pavement areas. The existing buildings and associated construction are to be razed to accommodate the project. Based on the proposed site plan, the GSR indicated that grades across the property vary from elevations 20 to 28 feet, possessing a gradual downward slope to the east.

The project includes a five-story, steel and wood-framed, mixed-use building, approximately 17,000 square feet in footprint. The building will occupy most of the lot. First floor level will be used for commercial space, parking garage and egress. A stacked vehicular parking garage system will be used in the ground level garage. It is intended to support the building on a shallow foundation (no basement) using conventional spread footings. The ground floor will step or ramp with the site contour.

Based on the results of the explorations performed at the project site, the GSR indicated that fill was encountered to depths of approximately 4 to 9 feet below-grade. The fill was generally granular (sand and gravel, little silt, and cobbles) with embedded rubble (brick, concrete, masonry, etc.). The fill was generally compact. The GSR reported that other fill should be expected given the existing foundations, intersecting utilities and existing construction. Test bore refusal, apparent bedrock, was encountered at depths of approximately 11 to 20 feet (typically at approximately 13 feet). Groundwater was encountered at

approximately 7 to 10 feet below-grade. The subgrade conditions were favorable for supporting the proposed building on a conventional spread footing foundation. Undocumented fill soils, however, were not considered suitable for foundation support. As such, these soils, abandoned foundations, intersecting utilities (from a discontinued roadway [Tremont Street] that formerly intersected the project site), and other questionable matter should be fully removed from the building footprint based on the GSR.

The GSR recommended that a geotechnical engineer be retained to review foundation subgrade conditions and preparation during construction. The more complete Geotechnical Summary Report is available upon request from the Project Proponent.

4.8 Construction Impact

The following section describes impacts likely to result from the 267 Old Colony Avenue Proposed Project construction and the steps that will be taken to avoid or minimize environmental and transportation-related impacts. The Proponent will employ a construction manager that will be responsible for developing a construction phasing and staging plan and for coordinating construction activities with all appropriate regulatory agencies. The Project's geotechnical consultant will provide consulting services associated with foundation design recommendations, prepare geotechnical specifications, and review the construction contractor's proposed procedures.

4.8.1 Construction Management Plan

The Proponent will comply with applicable state and local regulations governing construction of the Project. The Proponent will require that the general contractor comply with the Construction Management Plan, ("CMP") developed in consultation with and approved by the Boston Transportation Department ("BTD"), prior to the commencement of construction. The construction manager will be bound by the CMP, which will establish the guidelines for the duration of the Project and will include specific mitigation measures and staging plans to minimize impacts on abutters.

Proper pre-construction planning with the neighborhood will be essential to the successful construction of this Project. Construction methodologies that will ensure safety will be employed, signage will include construction manager contact information with emergency contact numbers.

The Proponent will also coordinate construction with other ongoing projects in the neighborhood.

4.8.2 Proposed Construction Program

Construction Activity Schedule

The construction period for the Proposed Project is expected to start in the 2nd Quarter 2020 and reach completion in the 2nd Quarter 2022. The City of Boston Noise and Work Ordinances will dictate the normal work hours, which will be from 7:00 AM to 6:00 PM, Monday through Friday.

Perimeter Protection/Public Safety

The CMP will describe any necessary sidewalk closures, pedestrian re-routings, and barrier placements and/or fencing deemed necessary to ensure safety around the Site perimeter. If possible, the sidewalk will remain open to pedestrian traffic during the construction period. Barricades and secure fencing will be used to isolate construction areas from pedestrian traffic. In addition, sidewalk areas and walkways near construction activities will be well marked and lighted to ensure pedestrian safety.

Proper signage will be placed at every corner of the Project as well as those areas that may be confusing to pedestrians and automobile traffic.

The Proponent will continue to coordinate with all pertinent regulatory agencies and representatives of the surrounding neighborhoods to ensure they are informed of any changes in construction activities.

4.8.3 Construction Traffic Impacts

Construction Vehicle Routes

Estimated truck deliveries and routes are identified in at the end of this section. Specific truck routes will be established with BTD through the CMP. These established truck routes will prohibit travel on any residential side streets. Construction contracts will include clauses restricting truck travel to BTD requirements. Maps showing approved truck routes will be provided to all suppliers, contractors, and subcontractors. It is anticipated that all deliveries will be via Old Colony Avenue or Dorchester Street directly to the site, not passing through more local residential areas.

Construction Worker Parking

The number of workers required for construction of the Project will vary during the construction period. However, it is anticipated that all construction workers will arrive and depart prior to peak traffic periods.

Limited parking in designated areas of the Project Site and lay-down area(s) will be allowed. Parking will be discouraged in the immediate neighborhood. Further, public transit use will be encouraged with the Proponent and construction manager working to ensure the construction workers are informed of the public transportation options serving the area. Terms and conditions related to worker parking will be written into each subcontractor's contract. The contractor will provide a weekly orientation with all new personnel to ensure enforcement of this policy.

Pedestrian Traffic

The Site abuts sidewalks on two streets. Pedestrian traffic may be temporarily impacted in these areas. The Construction Manager will minimize the impact the construction of the proposed

building will have and the adjacent sidewalks. The contractor will implement a plan that will clearly denote all traffic patterns. Safety measures such as jersey barriers, fencing, and signage will be used to direct pedestrian traffic around the construction site and to secure the work area.

4.8.4 Construction Environmental Impacts and Mitigation

Construction Air Quality

Construction activities may generate fugitive dust, which will result in a localized increase of airborne particle levels. Fugitive dust emission from construction activities will depend on such factors as the properties of the emitting surface (e.g. moisture content), meteorological variables, and construction practices employed.

To reduce the emission of fugitive dust and minimize impacts on the local environment the construction contractor will adhere to a number of strictly enforceable mitigation measures. These measures may include:

- Using wetting agents to control and suppress dust from construction debris;
- Ensuring that all trucks traveling to and from the Project Site will be fully covered;
- Removing construction debris regularly;
- Monitoring construction practices closely to ensure any emissions of dust are negligible;
- Cleaning streets and sidewalks to minimize dust and dirt accumulation;
- Monitoring construction activities by the job site superintendent and safety officer; and
- Wheel-washing trucks before they leave the Project Site during the excavation phase.

Construction Noise Impacts

To reduce the noise impacts of construction on the surrounding neighborhood, a number of noise mitigation measures will be included in the CMP. Some of the measures that may be taken to ensure a low level of noise emissions include:

- Initiating a proactive program for compliance to the City of Boston's noise limitation impact;
- Scheduling of work during regular working hours as much as possible;
- Using mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously operating equipment, such as air compressors and welding generators;
- Scheduling construction activities so as to avoid the simultaneous operation of the noisiest construction activities;
- Turning off all idling equipment;

- Reminding truck drivers that trucks cannot idle more than five (5) minutes unless the engine is required to operate lifts of refrigeration units;
- Locating noisy equipment at locations that protect sensitive locations and neighborhoods through shielding or distance;
- Installing a site barricade at certain locations;
- Identifying and maintaining truck routes to minimize traffic and noise throughout the project area;
- Replacing specific construction techniques by less noisy ones where feasible-e.g., using vibration pile driving instead of impact driving if practical and mixing concrete off-site instead of on-site; and
- Maintaining all equipment to have proper sound attenuation devices.

4.8.5 Rodent Control

The City of Boston enforces the requirements established under Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550. This policy establishes that the elimination of rodents is required for issuance of any building permits. During construction, rodent control service visits will be made by a certified rodent control firm to monitor the situation.

5.0 HISTORIC RESOURCES COMPONENT

This section provides a discussion of the history of the Project Site and the historic resources/ districts in the Project vicinity.

5.1 Historic Resources on the Project Site and Property History

A search of the Sanborn Maps as a part of the Phase 1 Environmental Site Assessment, available for the years 1888 through 2002, indicate that the Site has been developed since at least 1888, and the surrounding area has been used for residential and commercial purposes for over 100 years.

On the 1897 Sanborn map, the Site is shown as occupied by buildings used as multi-story dwellings (flats) on the northeast and southwest site portions with a road labeled "Boston Place" running southeast to northwest. At that time, the southern triangle between Old Colony Avenue and Boston Place is a building labeled "Milk Stables". On the 1950 Sanborn map, the western dwellings remain unchanged with the exception that there is a middle building marked "upholstery". The road running through the site has been renamed in the 1950 map as "Trimount Place (Street)", and at that time there is one building in the triangle of the intersection of Old Colony Road and Trimount Place which is labeled "Auto Repair". By 1964, the upholstery identified portion of the site is now described as "Tire W. Ho", and by 1988 this building outline is unchanged. All prior dwellings are no longer identified and the northern tip of the site in 1988 is used for parking. On the 1990 Sanborn map, the buildings previously located on the western portion of the site have been demolished and replaced with a new building constructed on the center portion of the site, which also occupies the previous Trimount Place (roadway). The 2002 Sanborn map shows the same outline and uses as on the 1990 Sanborn map.

According to files at the Massachusetts Historical Commission, no on-site structures are listed in the National or State Register of Historic Places, or the Inventory of Historical and Archaeological Assets of the Commonwealth. It is not expected that the Project will cause adverse impacts on any historic or architectural elements of historic resources outside the Project Site.

5.2 Historic Districts and Resources

Historic resources within one-quarter-mile radius of the Proposed Project are summarized in **Table 5-1** that follows, and shown on **Figure 5-1. Historic Resources**.

Table 5.1. Historic Resources in the Vicinity of the Project Site

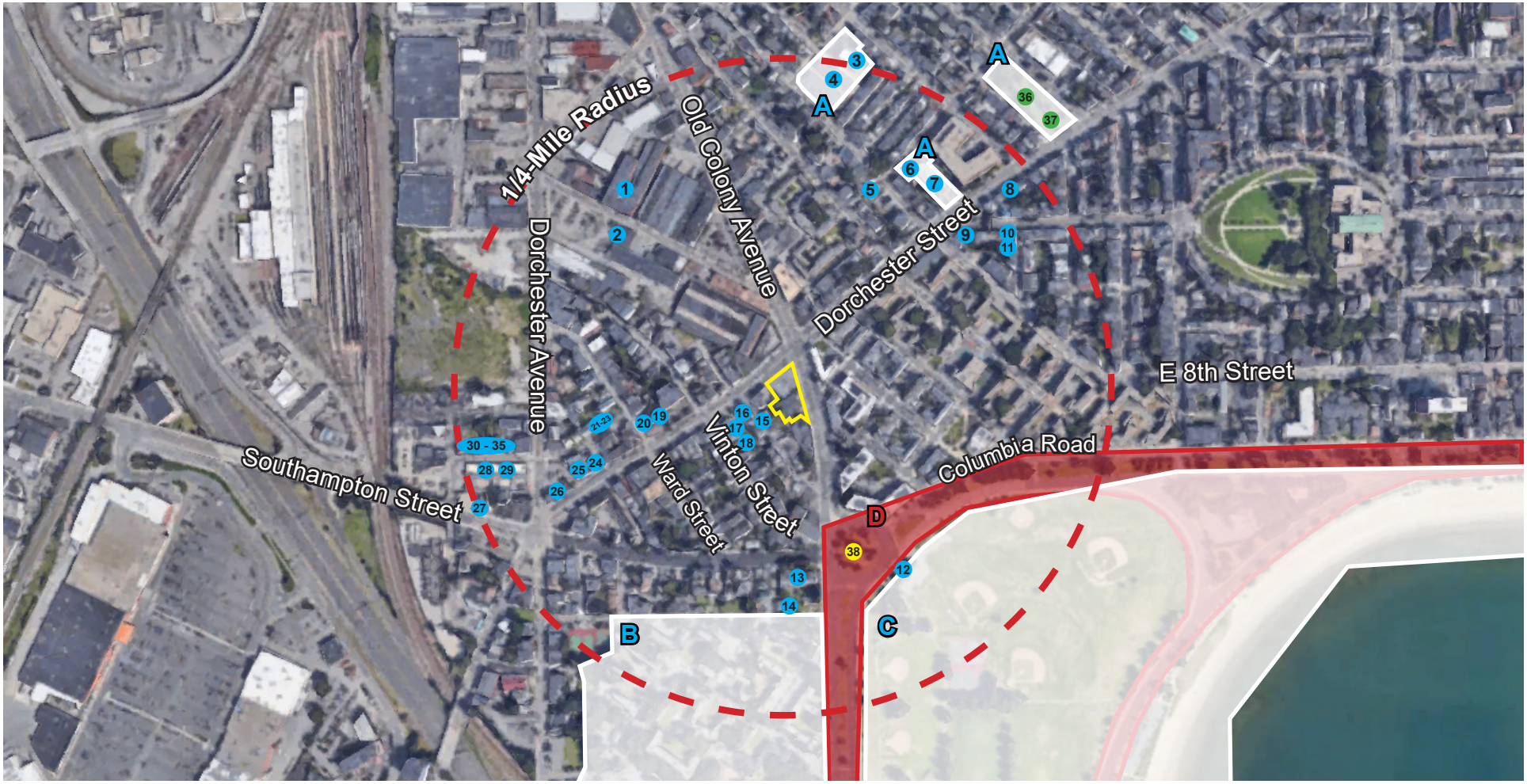
Key to Historic Resources in Figure 5-1	Historic Resource	Source of Listing
Properties Included the MA Inventory of Historical and Archaeological Assets		
1	S. A. Woods Woodworking Machinery Company	MHC Inventory
2	S. A. Woods Woodworking Machinery Company Stable	MHC Inventory
3	Saint Augustine Roman Catholic Church Convent	MHC Inventory
4	Saint Augustine Roman Catholic Parochial School	MHC Inventory
5	Augustus King Double House	MHC Inventory
6	Blessed Sacrament Roman Catholic Chapel	MHC Inventory
7	Saint Augustine Roman Catholic Church and Rectory	MHC Inventory
8	William H. Mason House	MHC Inventory
9	Andrew Gustave Delaporte House	MHC Inventory
10	Thomas M. Mullin - John E. Willis Double House	MHC Inventory
11	John W. Reardon House	MHC Inventory
12	Columbus Park Building	MHC Inventory
13	Saint Monica's Roman Catholic Church	MHC Inventory
14	Saint Monica's Roman Catholic Church Rectory	MHC Inventory
15	10-12 Jenkins Street	MHC Inventory
16	Boston Fire House Horse Hose Company #10	MHC Inventory
17	Dorchester Street Methodist Episcopal Church	MHC Inventory
18	5 Vinton Street	MHC Inventory
19	Augustus C. Richmond House	MHC Inventory
20	Augustus C. Richmond House	MHC Inventory
21	2 Leeds Street	MHC Inventory

22	4 Leeds Street	MHC Inventory
23	6 Leeds Street	MHC Inventory
24	Robert Hussey House	MHC Inventory
25	Unity Unitarian Chapel - Washington Village Chapel	MHC Inventory
26	397-403 Dorchester Street	MHC Inventory
27	Washington Village Substation	MHC Inventory
28	Andrew Street Car Transfer Station	MHC Inventory
29	Andrew Subway Station	MHC Inventory
30	Thomas Gogin House	MHC Inventory
31	R. Roers House	MHC Inventory
32	Joseph H. Clough House	MHC Inventory
33	Joseph H. Clough House	MHC Inventory
34	Joseph H. Clough House	MHC Inventory
35	Dexter Wadleigh - William Sharp Double House	MHC Inventory
Preservation Restriction		
36	Saint Augustine Cemetery	MHC Inventory
37	Saint Augustine Roman Catholic Chapel	MHC Inventory
National Register of Historic Places		
38	Old Harbor Reservation Parkway	MHC Inventory

The Proposed Project is not expected to have effects on any of the listed historically significant resources in **Table 5-1.**

5.3 Archaeological Resources

No known archaeological resources were located within the Project site during the review of Massachusetts Historic Commission files and MACRIS; therefore, no impacts to archaeological resources are anticipated.



267 Old Colony Avenue

Inventoried Area

National Register of Historic Places

Inventoried Property

Preservation Restriction

National Register of Historic Places

A- Saint Augustine Roman Catholic Church Complex

B- Old Harbor Village

C- South Boston Waterfront District

D- Old Harbor Reservation Parkways

MLF CONSULTING LLC

Figure 5-1. Historic Resources

6.0 INFRASTRUCTURE SYSTEMS COMPONENT

The existing infrastructure surrounding the site appears sufficient to service the needs of the Proposed Project. The following sections describe the existing sewer, water, and drainage systems surrounding the site and explain how these systems will service the development. The analysis also discusses any anticipated Project-related impacts on the utilities and identifies mitigation measures to address these potential impacts.

A detailed infrastructure analysis will be performed when the Project proceeds into the Design Development Phase. The Project's team will coordinate with the appropriate utilities to address the capacity of the area utilities to provide services for the new building. A Boston Water and Sewer Commission (BWSC) Site Plan and General Service Application is required for the new water, sanitary sewer, and storm drain connections.

A Drainage Discharge Permit Application is required from BWSC for any construction dewatering. The appropriate approvals from the Massachusetts Water Resource Authority (MWRA), Massachusetts Department of Environmental Protection (MassDEP), and the U.S. Environmental Protection Agency (EPA) will also be sought.

6.1 Sanitary Sewer System

6.1.1 Existing Sewer System

The sanitary sewer system in the vicinity of the Project site is owned, operated, and maintained by BWSC (see **Figure 6-1**). BWSC record drawings indicate there are two existing combined sewer lines in Dorchester Street, one 12-inch and one 15-inch, and two 10-inch combined sewer lines in Old Colony Avenue.

The total sewer flow from the existing building is estimated at 312 gallons per day (gpd) based on the existing building use and design sewer flow provided in 310 CMR 15.203: System Sewage Flow Design Criteria, as summarized in **Table 6-1**.

Table 6-1. Existing Sanitary Sewer Flows

Use	Quantity	Unit Flow Rate	Estimated Maximum Daily Flow (gpd)
Retail	6,238 sf	50 gpd/1,000 sf	312 gpd
Total			**312 gpd**

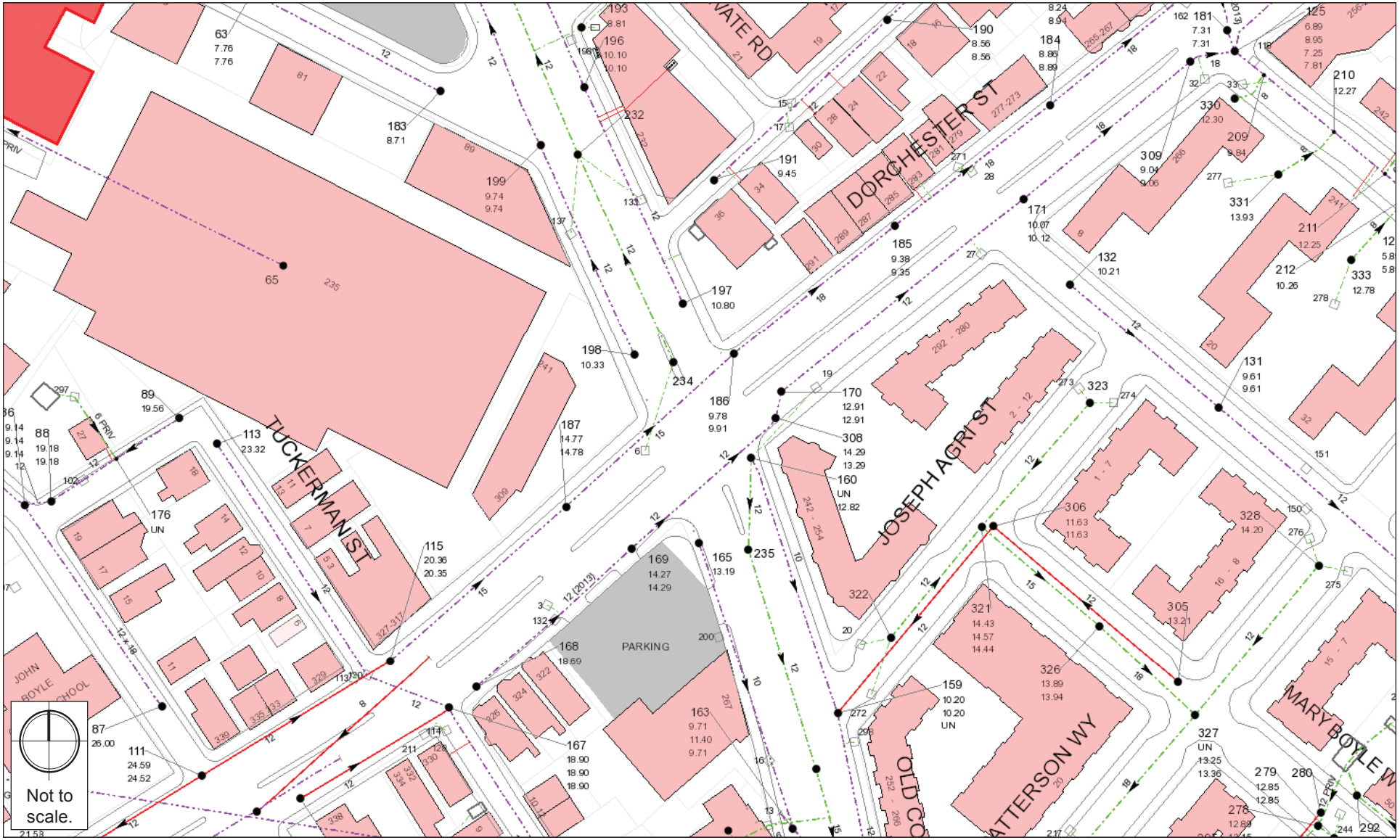


Figure 6-1.
BWSC Sanitary Sewer and Stormwater System

6.1.2 Project-Generated Sewage Flow

The Project will generate an estimated 10,976 gallons per day (gpd) based on design sewer flows provided in 310 CMR 15.203: System Sewage Flow Design Criteria as summarized in **Table 6-2**. This is a net increase of 10,664 gpd over the estimated flows from the existing buildings.

Table 6-2. Projected Sanitary Sewer Flows

Use	Quantity	Unit Flow Rate	Estimated Maximum Daily Flow (gpd)
Residential Dwellings	96 bedrooms	110 gpd /bedroom	10,560 gpd
Retail	8,317 sf	50gpd /1,000 SF	416 gpd
Total			**10,976 gpd**

6.1.3 Sanitary Sewage Connection

It is anticipated that the sanitary services for the Project will tie into the 12-inch combined sewer in Dorchester Street. It is expected that the building will have one 10-inch sanitary service. The proponent will submit a Site Plan to BWSC for review and approval. All existing building services will be cut and capped at the main if the wyes are not reused.

6.1.4 Sewer System Mitigation

To help conserve water and reduce the amount of wastewater generated by the Proposed Project, the Proponent will investigate the use of water-efficient toilets, aerated shower-heads, and low-flow lavatory faucets in compliance with all pertinent Code requirements to reduce water usage and sewer generation.

6.2 Water System

6.2.1 Existing Water Service

The water distribution system in the vicinity of the Project site is owned and maintained by BWSC (see **Figure 6-2**). BWSC record drawings indicate there are 20-inch, 16-inch and 12-inch ductile iron water mains in Dorchester Street, all cement lined in 2013, and a 12-inch pitted cast iron (PCI) water main installed in 1911 in Old Colony Avenue and cleaned in 1988. The 20-inch ductile iron water main, 12-inch ductile iron water main and 12-inch PCI water main, adjacent to the Project site, are part of the Southern Low Service Network. The 16-inch ductile iron water main in Old Colony Avenue, adjacent to the Project site, is part of the Southern High Service Network. The existing water mains in the vicinity of the project site are anticipated to be of adequate capacity to serve the needs of the project.

There are four hydrants located in the vicinity of the Project site. There is one hydrant (H22) at the northeast corner of the Dorchester Street and Old Colony Avenue intersection, one hydrant (H139) at the intersection of Joseph Agri Street and Old Colony Avenue, one hydrant (H133) adjacent to the Project site on Old Colony Avenue and One hydrant (H12) opposite the Project site on Dorchester Street. The Proponent will confirm this with BWSC and the Boston Fire Department (BFD) during the detailed design phase.

The BWSC record flow test data containing actual flow and pressure for hydrants within the vicinity of the site will be requested by the Proponent. If hydrant flow data is not available for any hydrants located near the project site, as the design progresses, the Proponent will request hydrant flows be conducted by the BWSC adjacent to the site. Hydrant flow data must be less than a year old to be used as a design tool. The Proponent will confirm that the flow and pressure is sufficient for the redevelopment and coordinate any proposed changes with BWSC and the Boston Fire Department (BFD) during the detailed design phase.

6.2.2 Anticipated Water Consumption

The maximum daily water demand is estimated to be 12,074 gpd based on the sewage flow estimate, plus a factor of 10% to account for consumption, system losses and other usages. More detailed water uses and meter sizing calculations will be submitted to BWSC as part of the Site Plan approval process.

6.2.3 Proposed Water Service

It is anticipated that separate domestic water and fire protection services for the Project will be directly tapped from the 12-inch service main in Old Colony Avenue. The water supply systems servicing the building will be gated so as to minimize public hazard or inconvenience in the event of a water main break. Final locations and sizes of the services will be provided on a Site Plan during the detailed design phase and submitted to BWSC for review and approval.

Water service to the building will be metered in accordance with BWSC's requirements. The property owner will provide a suitable location for a Meter Transmission Unit (MTU) as part of BWSC's Automatic Meter Reading System. Water meters over 3-inches will be provided with a bypass to allow BWSC testing without service interruption. A backflow preventer will be installed on the fire protection service and will be coordinated with BWSC's Cross Connection Control Department. Separate services will be provided for domestic use and fire protection.

6.3 Water Supply System Mitigation

As discussed in the Sewer System Mitigation Section, water conservation measures such as low-flow fixtures, aerated showerheads, and dual-flush toilets are being considered to reduce potable water usage.

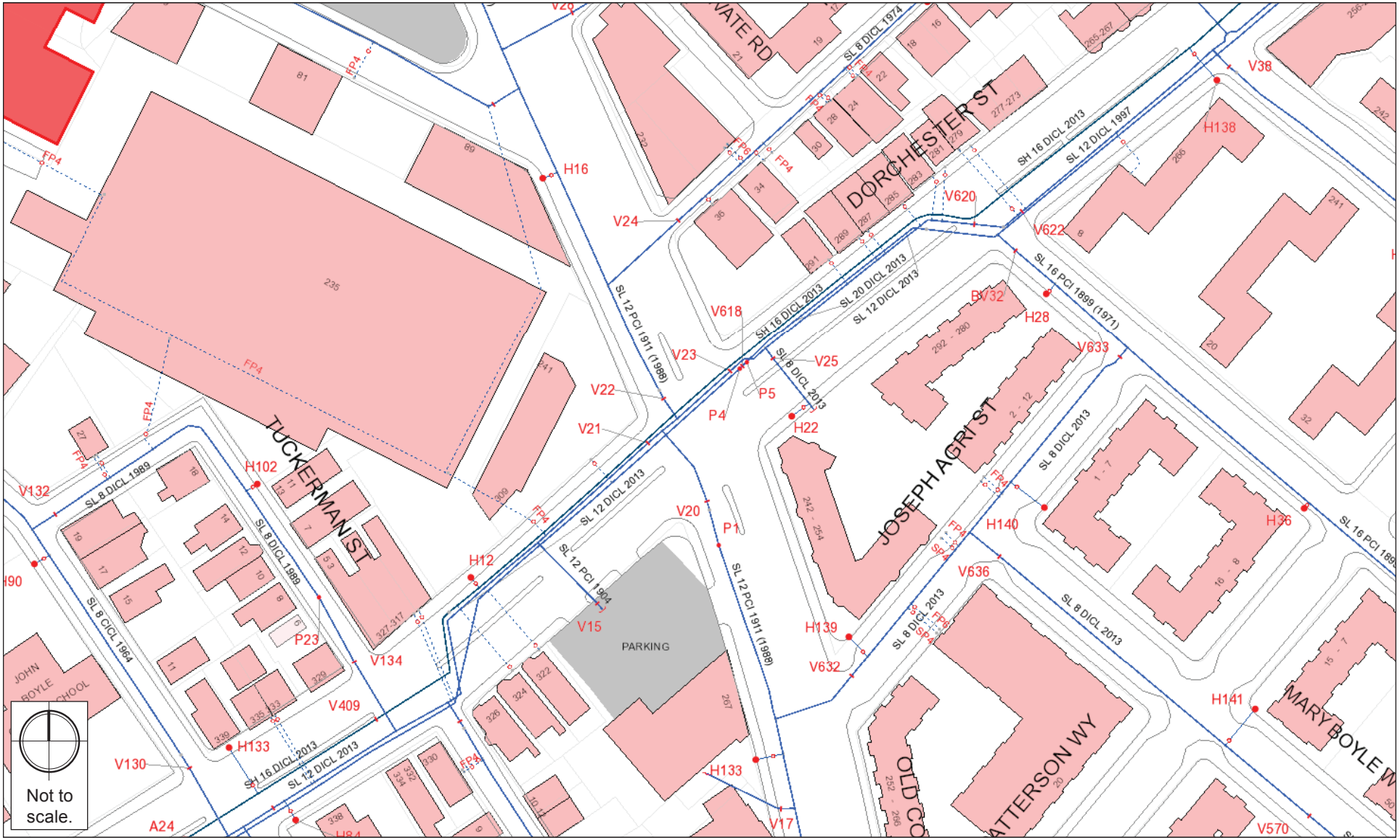


Figure 6-2.
BWSC Water Supply System

6.4 Storm Drainage System

6.4.1 Existing Drainage Conditions

The storm drain system in the vicinity of the Project site is owned and maintained by BWSC (see **Figure 6-1**). BWSC record drawings indicate there is a 12-inch storm drain in Old Colony Avenue adjacent to the Project Site.

Stormwater runoff from the rooftop of the existing building is likely conveyed by building service pipes to the surrounding municipal storm drain system. Runoff from the existing parking lot is captured by an on-site catch basin that likely discharges to the municipal storm drain system. There are no existing stormwater management systems that would attenuate peak flows and the Project site provides little opportunity for recharge. Very little water quality treatment is realized before these areas are drained to the municipal storm drain system.

6.4.2 Proposed Drainage Systems

The proposed building will occupy almost the entire Project site. All roof runoff will discharge to the 12-inch storm drain in Old Colony Avenue. The stormwater management system will provide pretreatment and infiltration, if feasible, prior to discharging to the drainage system.

After construction, the Project site will continue to consist primarily of impervious surfaces, associated with building roofs and the paved sidewalks surrounding the Project site. The existing drainage patterns will not change significantly as the runoff will continue to drain to surrounding municipal storm drain systems.

All storm drain system improvements will be designed in accordance with BWSC's design standards and the BWSC "Requirements for Site Plans." A Site Plan will be submitted for BWSC approval and a General Service Application will be completed prior to any off-site storm drain work. Any storm drain connections terminated as a result of construction will be cut and capped at the storm drain in the street in accordance with BWSC standards.

Erosion and sediment controls will be used during construction to protect adjacent properties and the municipal storm drain system. An operation and maintenance plan will be developed to support the long-term functionality of the proposed stormwater management system.

6.5 Water Quality

The Proposed Project is not expected to have negative impacts on the water quality of the Boston Harbor since the impervious area onsite is being slightly decreased. Erosion and sediment controls will be used during construction to protect adjacent properties and the municipal storm drain system. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

All necessary dewatering will be conducted in accordance with applicable EPA and BWSC discharge permits. Once construction is complete, the Proposed Project will be in compliance with BWSC Site Plan requirements.

6.6 Electric Systems

Eversource owns and maintains the electrical transmission system located in Old Colony Avenue. The actual size and location of the proposed building services will be coordinated with Eversource during the detailed design phase. It is anticipated that the transformer will be provided on a concrete pad at ground level adjacent to the proposed building.

The Proponent is investigating energy conservation measures, including high efficiency lighting.

6.7 Telephone and Cable Systems

Verizon, Comcast, and RCN provide telephone service in the Project area. It is anticipated that telephone service can be provide by any of the providers. Any upgrades will be coordinated with the provider. Telephone systems will be reviewed with the provider as the design progresses.

Comcast and RCN provide cable and internet service in the Project area. It is expected that Comcast and/or RCN can provide services to the Project site. Any upgrade required to the services will be coordinated with the services providers.

6.8 Steam and Gas Systems

National Grid owns and maintains a 12-inch and 20-inch gas main in Dorchester Street and a 6-inch gas main in Old Colony Avenue. The Project is expected to use natural gas for heating and domestic hot water. The actual size and location of the building services will be coordinated with National Grid during the detailed design phase. Veolia Energy does not own or maintain any steam infrastructure within the vicinity of the Project site.

6.9 Utility Protection During Construction

The Contractor will notify utility companies and call “Dig Safe” prior to excavation. During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The Construction Contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The Construction Contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during switch over to a temporary or permanent system, the Construction Contractor will be required to coordinate the shutdown with the utility owners and project abutters to minimize impacts and inconvenience.

7.0 TRANSPORTATION COMPONENT

7.1 Introduction

Howard Stein Hudson (HSH) has conducted an evaluation of the transportation impacts of the proposed redevelopment to be located at 267 Old Colony Avenue (the "Project" and/or "Site"), in Boston's South Boston neighborhood. This transportation study adheres to the Boston Transportation Department's (BTD) Transportation Access Plan Guidelines and the Boston Planning and Development Agency (BPDA) Article 80 development review process. The study includes an evaluation of existing condition, future conditions with and without the Project, projected parking demand, transit services, and pedestrian and bicycle activity.

The Project site currently consists of a one-story brick commercial building totaling approximately 6,100 sf and a parking lot with 26 parking spaces. There are three existing curb-cuts including two along Dorchester Street and one along Old Colony Avenue.

7.2 Project Description

The Project site is located at the southwest corner of the Old Colony Avenue/Dorchester Street intersection. The Project site is bounded by Dorchester Street to the north, Old Colony Avenue to the east, and residential buildings to the south and west.

The Project will include the demolition of the existing building and parking lot and the construction of a new five-story building consisting of three commercial spaces totaling 7,747 gsf on the ground floor and 64 residential units on the remaining floors above. The building will also provide parking for 61 vehicles, including two parking spaces for ADA accessible vehicles. The parking will be contained in three independent automated parking structures. The garage will also include a trash room and a bike room. The garage will be accessed via one driveway allowing right-in/right-out vehicular movements only. The driveway will be located along Dorchester Avenue to the west of the building. The Project will reconstruct and expand the sidewalks around the site, close two curb cuts (one along Dorchester Street and one along Old Colony Avenue) and reconstruct the curb ramps at the corner of the intersection adjacent to the Project.

7.2.1 Study Area

The transportation study area is bounded between Old Colony Avenue to the east and Dorchester Avenue to the west. The study area includes the following two intersections, shown in **Figure 7-1**:

- Old Colony Avenue/Dorchester Street (signalized);
- Andrew Square, Dorchester Avenue/Dorchester Street/Southampton Street/Boston Street/ Preble Street (signalized);

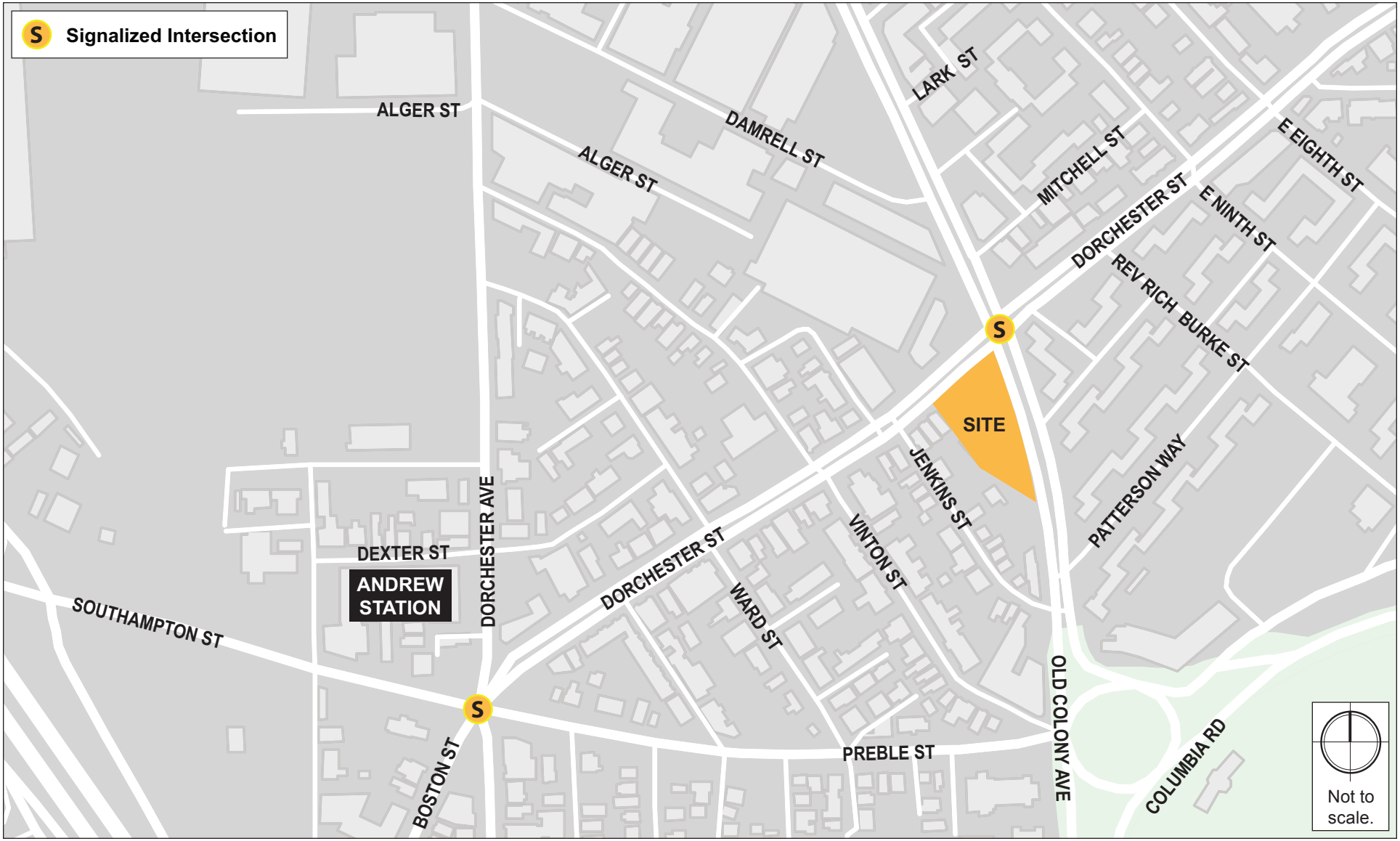


Figure 7.1.
Study Area Intersections

7.2.2 Study Methodology

The Existing Condition analysis includes an inventory of the existing transportation condition such as traffic characteristics, parking, curb usage, transit, pedestrian circulation, bicycle facilities, loading, and site condition. Existing counts for vehicles, bicycles, and pedestrians were collected at the study area intersections. The traffic data collection effort forms the basis for the transportation analysis conducted as part of this evaluation.

The future transportation condition analysis evaluates potential transportation impacts associated with the Project. Long-term impacts are evaluated for the year 2025, based on a seven-year horizon from the year of the filing of this traffic study.

The No-Build (2025) Condition includes general background traffic growth, traffic growth associated with specific developments (not including this Project), and transportation improvements that are planned in the vicinity of the Project site.

The Build (2025) Condition includes a net increase in traffic volume due to the addition of Project-generated trip estimates to the traffic volumes developed as part of the No-Build (2025) Condition. Expected roadway, parking, transit, pedestrian, and bicycle accommodations, as well as loading capabilities and deficiencies are identified.

The final part of the transportation study identifies measures to mitigate Project-related impacts and to address any traffic, pedestrian, bicycle, transit, safety, or construction related issues that are necessary to accommodate the Project.

An evaluation of short-term traffic impacts associated with construction activities is also provided.

7.3 Existing Condition

This section includes descriptions of existing study area roadway geometries, intersection traffic control, peak-hour vehicular and pedestrian volumes, average daily traffic volumes, transit availability, parking, curb usage, and loading condition.

7.3.1 Existing Roadway Conditions

The study area includes the following roadways, which are categorized according to the Massachusetts Department of Transportation ("MassDOT") Office of Transportation Planning functional classifications:

Old Colony Avenue is a two-way, four-lane roadway adjacent to the east side of the Project site. Old Colony Avenue is classified as an urban principal arterial generally under BTD jurisdiction and Department of Conservation and Recreation (DCR) adjacent to Moakley Park. Old Colony Avenue runs predominately in a north-south direction between Dorchester Avenue in South Boston to the north and the intersection of Mount Vernon Street and Morrissey Boulevard in Dorchester to

the south. The directions of travel are separated by a cobblestone and concrete median, with breaks to allow turns. In the vicinity of the Project site, on-street parking and concrete sidewalks with curb ramps are provided along both sides of the roadway.

Dorchester Street is a two-way, four-lane roadway located adjacent to the north side of the Project site. Dorchester Street is classified as an urban minor arterial under BTD jurisdiction and runs in a northeast-southwest direction between Andrew Square to the southwest and East 1st Street in South Boston to the northeast. In the vicinity of the Project site, on-street parking, and concrete sidewalks with curb ramps are provided along both sides of the roadway. The directions of travel are separated by a raised concrete median, with breaks to allow turns.

Dorchester Avenue is a two-way, two-lane roadway located to the west of the Project site. Dorchester Avenue is classified as an urban principal arterial under BTD jurisdiction and runs predominately in a north-south direction between Congress Street in downtown Boston to the north, and the intersection of Adams Street and Washington Street in Dorchester to the south. Within the study area, on-street parking, and concrete sidewalks with curb ramps are provided along both sides of the roadway.

Southampton Street is a two-way, four-lane roadway located southwest of the Project site. Southampton Street is classified as an urban principal arterial roadway generally under BTD jurisdiction and runs predominately in an east-west direction between Massachusetts Avenue in the South End to the west, and Andrew Square to the east. The ramps that connect Southampton Street to Interstate 93 are under MassDOT jurisdiction. Within the study area, concrete sidewalks with curb ramps are provided along both sides of the roadway.

Preble Street is a two-way, two-lane roadway located south of the Project site. Preble Street is classified as an urban principal arterial under BTD jurisdiction and runs predominately in an east-west direction between Andrew Square to the west and Joe Moakley Park to the east. Concrete sidewalks with curb ramps, and on-street parking are provided along both sides of Preble Street.

Boston Street is a two-way, two-lane roadway located southwest of the Project site. Boston Street is classified as an urban minor arterial roadway generally under BTD jurisdiction and runs predominately in a north-south direction between Columbia Road in Upham's Corner to the south, and Andrew Square to the north. The section of Boston Street that crosses over the Southeast Expressway is under MassDOT jurisdiction. Within the study area, on-street parking, and concrete sidewalks with curb ramps are provided.

7.3.2 Existing Intersection Conditions

The existing study area intersections are described below. Intersection characteristics such as traffic control, lane usage, pedestrian facilities, pavement markings, and adjacent land use are described.

Old Colony Avenue/Dorchester Street is a four-legged, signalized intersection located adjacent to the northeast of the Project site, and is under BTD jurisdiction. The Dorchester Street eastbound and westbound approaches both consist of two lanes, a left-turn/thru lane and a thru/right-turn lane. The directions of travel along Dorchester Street are separated by a raised concrete median. The Old Colony Avenue northbound and southbound approaches both consist of two lanes, a left-turn/thru lane and thru/right-turn lane. The directions of travel along Old Colony Avenue are separated by a cobblestone median. Right turn on red is restricted at all approaches. Crosswalks, wheelchair ramps, and pedestrian signal equipment are provided for all pedestrian crossings at the intersection.

Dorchester Street/Dorchester Avenue/Southampton Street/Preble Street/Boston Street (Andrew Square) is a six-legged, signalized intersection located to the west of the Project site and is under BTD jurisdiction. The Southampton Street eastbound approach consists of two lanes, a left-turn only lane and a thru/right-turn lane, and provides a bicycle box. The Preble Street westbound approach consists of two lanes, a left-turn/thru lane and a thru /right-turn lane. The Dorchester Avenue northbound and southbound approaches each consist of two lanes, a left-turn/thru lane and a thru /right-turn lane, and bicycle boxes are provided. The Boston Street northeast-bound and Dorchester Street southwest-bound approaches each consist of two lanes, a left-turn/thru lane and a thru /right-turn lane. The directions of travel along Dorchester Street are separated by a raised concrete median. Right turn on red is restricted at all approaches. Crosswalks, wheelchair ramps, and pedestrian signal equipment are provided across all approaches to the intersection.

7.3.3 Existing Parking and Curb Use

An inventory of the on-street parking in the vicinity of the Project was collected. On-street parking generally consists of South Boston resident parking and unrestricted parking. The on-street parking regulations within the study area are shown in **Figure 7-2**.

7.3.4 Car Sharing Services

Car sharing enables easy access to short-term vehicular transportation for those that do not own cars. Vehicles are rented on an hourly or daily basis, and all vehicle costs (gas, maintenance, insurance, and parking) are included in the rental fee. Vehicles are checked out for a specific time period and returned to their designated location. Car sharing is predominantly served by Zipcar in the Boston area. There are two nearby car sharing locations within walking distance of the Project site as shown in **Figure 7-3.**

7.3.5 Existing Traffic Data

Traffic volume data was collected in the study area intersections on October 18, 2018. Turning Movement Counts (TMCs) were conducted during the weekday a.m. and p.m. peak periods (7:00 – 9:00 a.m. and 4:00 – 6:00 p.m., respectively) at the study area intersections. The TMCs

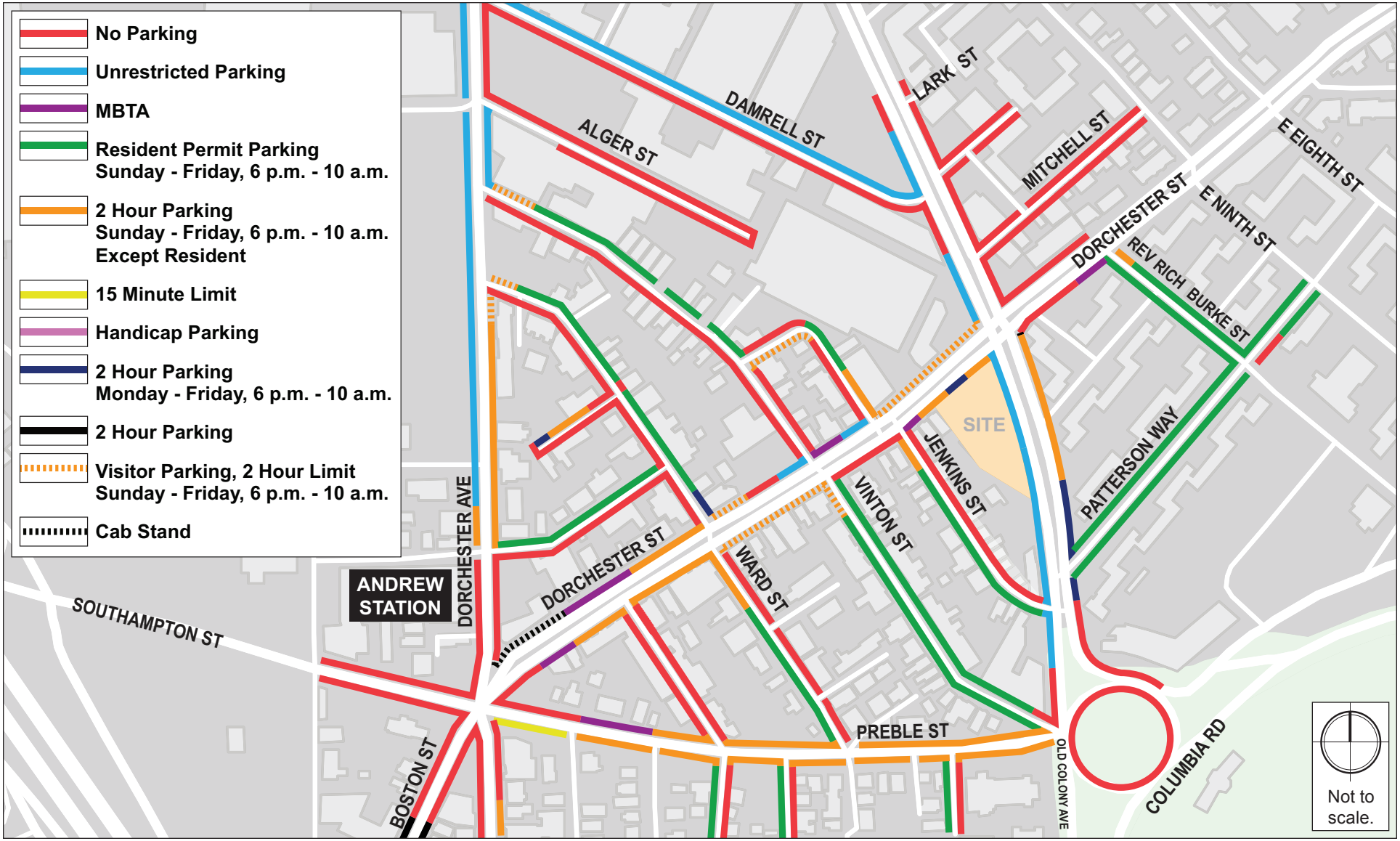


Figure 7-2.
On-Street Parking Regulations

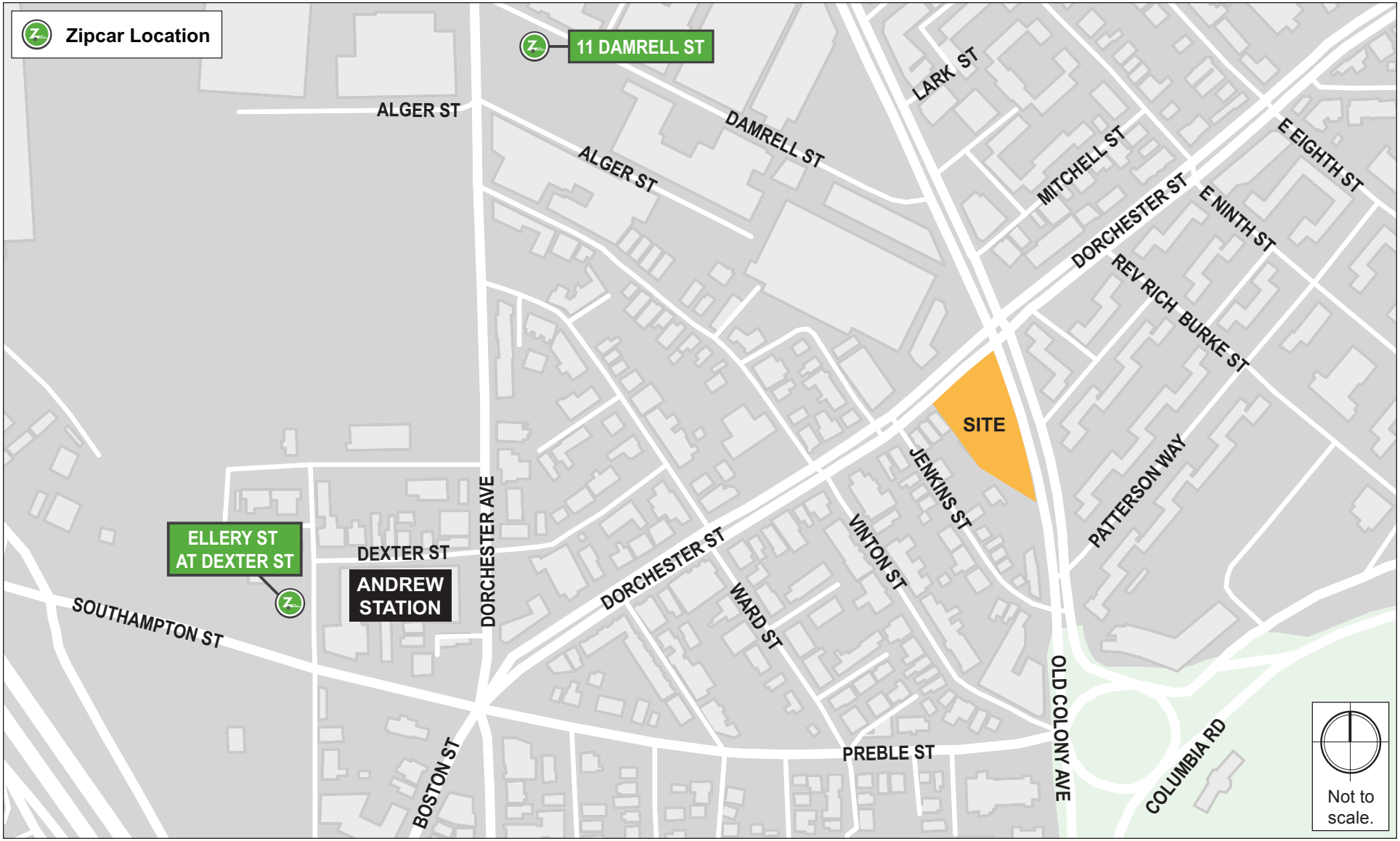


Figure 7-3.
Car Sharing Locations

collected vehicle classification including car, heavy vehicle, pedestrian, and bicycle movements. Based on the TMC data, the vehicular traffic peak hours for the study area intersection are generally 8:00 – 9:00 a.m. and 5:00 – 6:00 p.m. The detailed traffic counts are provided in **Appendix D.**

In order to account for seasonal variation in traffic volumes throughout the year, data provided by MassDOT were reviewed. The most recent (2016) MassDOT Weekday Seasonal Factors were used to determine the need for seasonal adjustments to the October 2018 TMCs. The seasonal adjustment factor for roadways similar to the study area (Factor Group U3 – Urban Other Principal Arterial) during the month of October is 0.93. This indicates that average month traffic volumes are approximately seven percent lower than the traffic volumes that were collected. The traffic counts were decreased to reflect average month conditions, in order to provide an analysis consistent with the peak season traffic volumes. The MassDOT 2016 Weekday Seasonal Factors table is provided in **Appendix D**.

Existing Traffic Volumes

Existing traffic volumes were balanced, where necessary, to develop the Existing Condition vehicular traffic volumes. The Existing Condition weekday a.m. and p.m. peak hour traffic volumes are shown in **Figure 7-4** and **Figure 7-5**, respectively.

Existing Pedestrian Condition

Sidewalks with curb ramps are provided along both sides of all the roadways in the study area. In general, the sidewalks provided along nearby roadways are in good condition with few cracks and level grades. Both intersections included in the Project's study area provide crosswalks, wheelchair ramps, and pedestrian signal equipment across all approaches. Joe Moakley Park, located less than one quarter of a mile to the south of the Project site, features sports fields, a playground, and a jogging track. Adjacent to Moakley Park is Carson Beach and the Harborwalk, a near-continuous 43-mile linear park along Boston's shoreline.

To determine the amount of pedestrian activity within the study area, pedestrian counts were conducted concurrent with the TMCs on October 18, 2018 at the study area intersection. The weekday a.m. and p.m. peak hours pedestrian volumes are presented in **Figure 7-6**.

Existing Bicycle Condition

In recent years, bicycle use has increased dramatically throughout the City of Boston. A painted bike lane is provided along Dorchester Avenue north of Andrew Square and a buffered bike lane is provided along Old Colony Avenue adjacent to Moakley Park. At the Andrew Square intersection, bicycle boxes are provided for the northbound and southbound Dorchester Avenue approaches and the eastbound Southampton Street approach. Moakley Park also provides various mixed-use paths, suitable for beginner bicyclists.

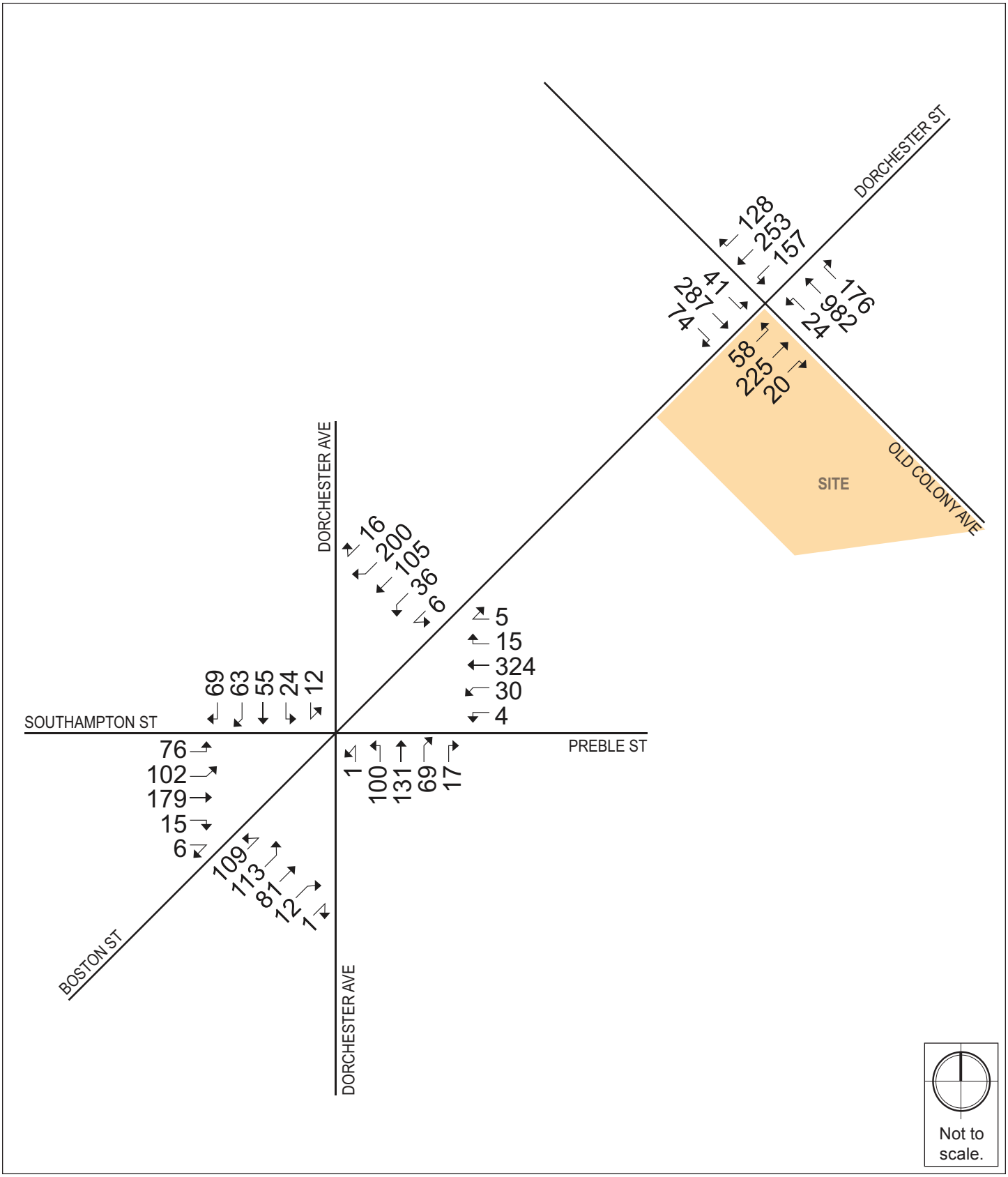


Figure 7-4.
Existing Condition Traffic Volumes, Weekday a.m. Peak Hour

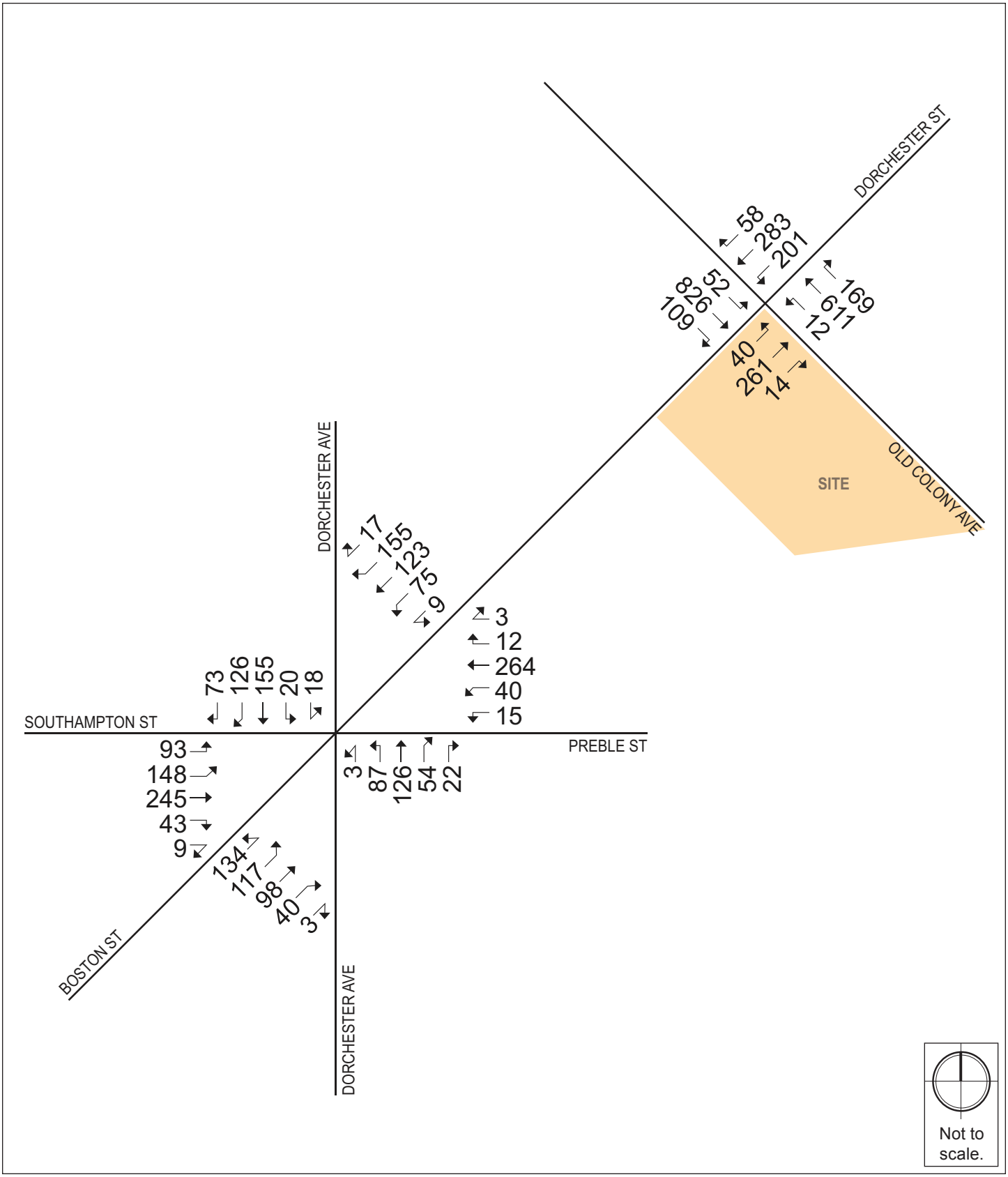


Figure 7-5.
Existing Condition Traffic Volumes, Weekday p.m. Peak Hour

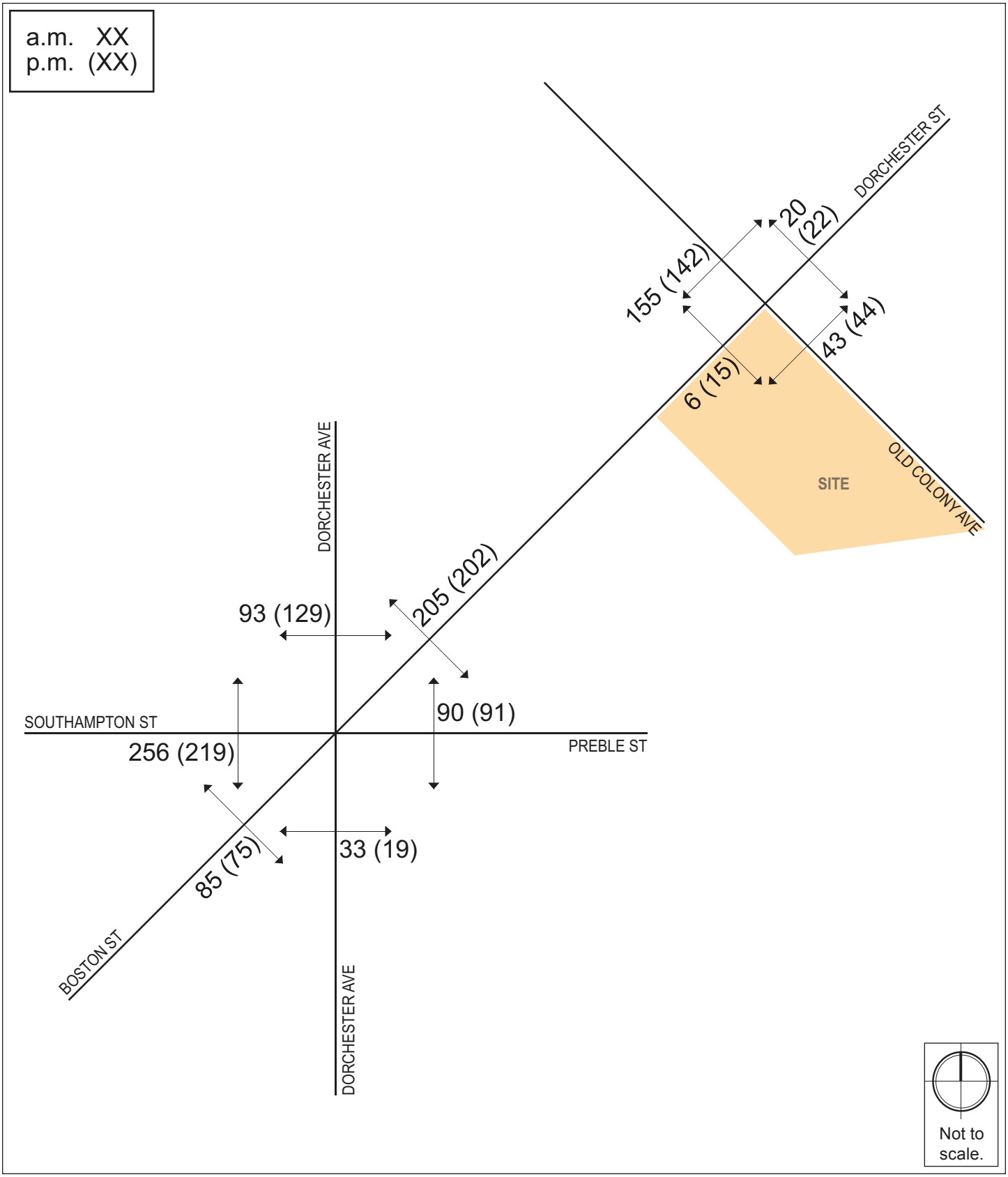


Figure 7-6.
Existing Condition Pedestrian Volumes, Weekday a.m. and p.m. Peak Hours

Bicycle counts were conducted concurrent with the vehicular TMCs on October 18, 2018 and are presented in **Figure 7-7**. It is also important to note that the traffic counts were conducted in late autumn when bicycling activity is typically lower than it is during the spring and summer months. The weather was sunny in the upper 40's with winds around 15 miles per hour.

The site is also located in proximity to bicycle sharing stations provided by BLUEbikes, formerly known as Hubway. BLUEbikes is the bicycle sharing system in the Boston area, which was launched in 2011 and consists of over 260 stations and 2,500 bicycles in Boston, Brookline, Cambridge, and Somerville. There are two BLUEbikes stations located in proximity to the Project site, as shown in **Figure 7-8**.

7.3.6 Existing Public Transportation

The Project site is located in Boston's South Boston neighborhood with several public transportation opportunities. The Project site is less than one-quarter of a mile from the MBTA's Andrew Station with connections to the Red Line and nine bus routes. **Table 7-1** describes each public transportation route located in the vicinity of the Project site, and a map of the nearby public transportation services is shown in **Figure 7-9**.

MBTA Red Line – The Red Line branch of the MBTA subway system provides convenient access to downtown Boston and other neighborhoods such as Cambridge, Quincy, Braintree, Milton, Dorchester, and Mattapan. The Red Line consists of two branches operating between Alewife Station to the north and splitting at JFK/UMass to Ashmont Station or Braintree Station to the south. Andrew Station is located two stops to the south of South Station, which provides access to bus terminals, commuter rail lines, regional rail lines, and Logan Airport via the MBTA Silver Line. Both the branches operate with headways of approximately nine minutes during peak hours and runs from 5:13 a.m.to 1:36 a.m.

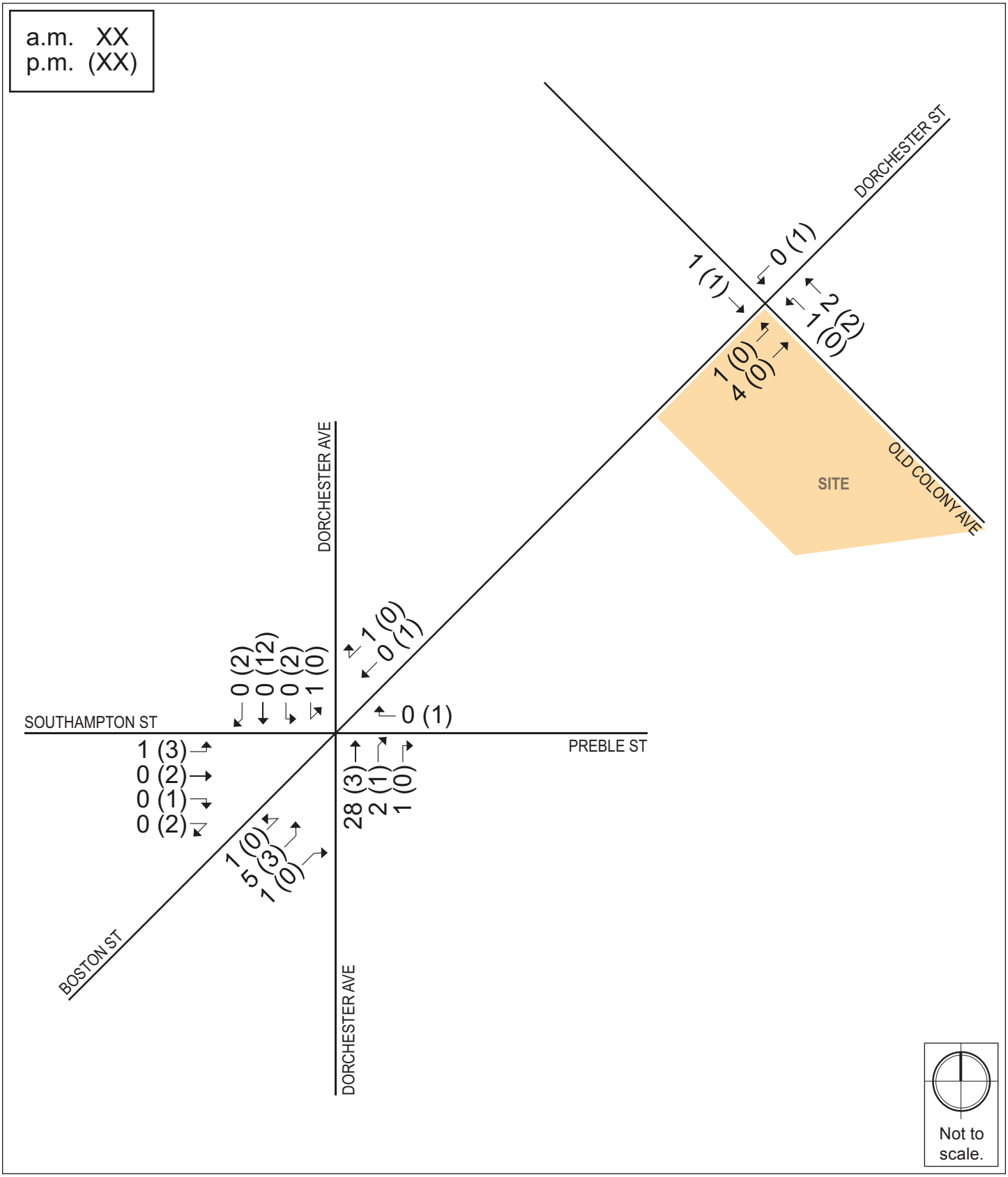


Figure 7-7.
Existing Condition Bicycle Volumes, Weekday a.m. and p.m. Peak Hours

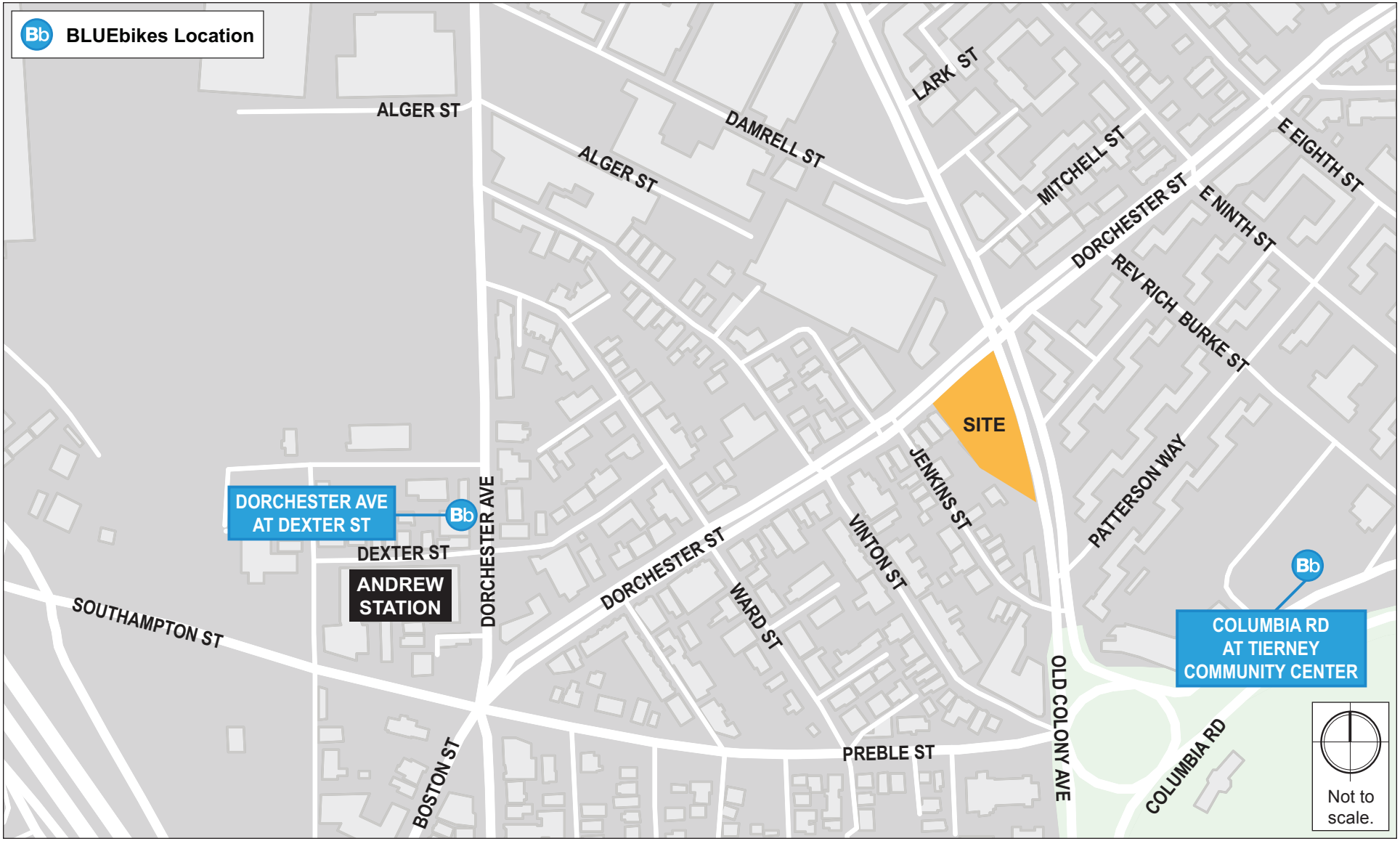


Figure 7-8.
Bike Sharing Locations

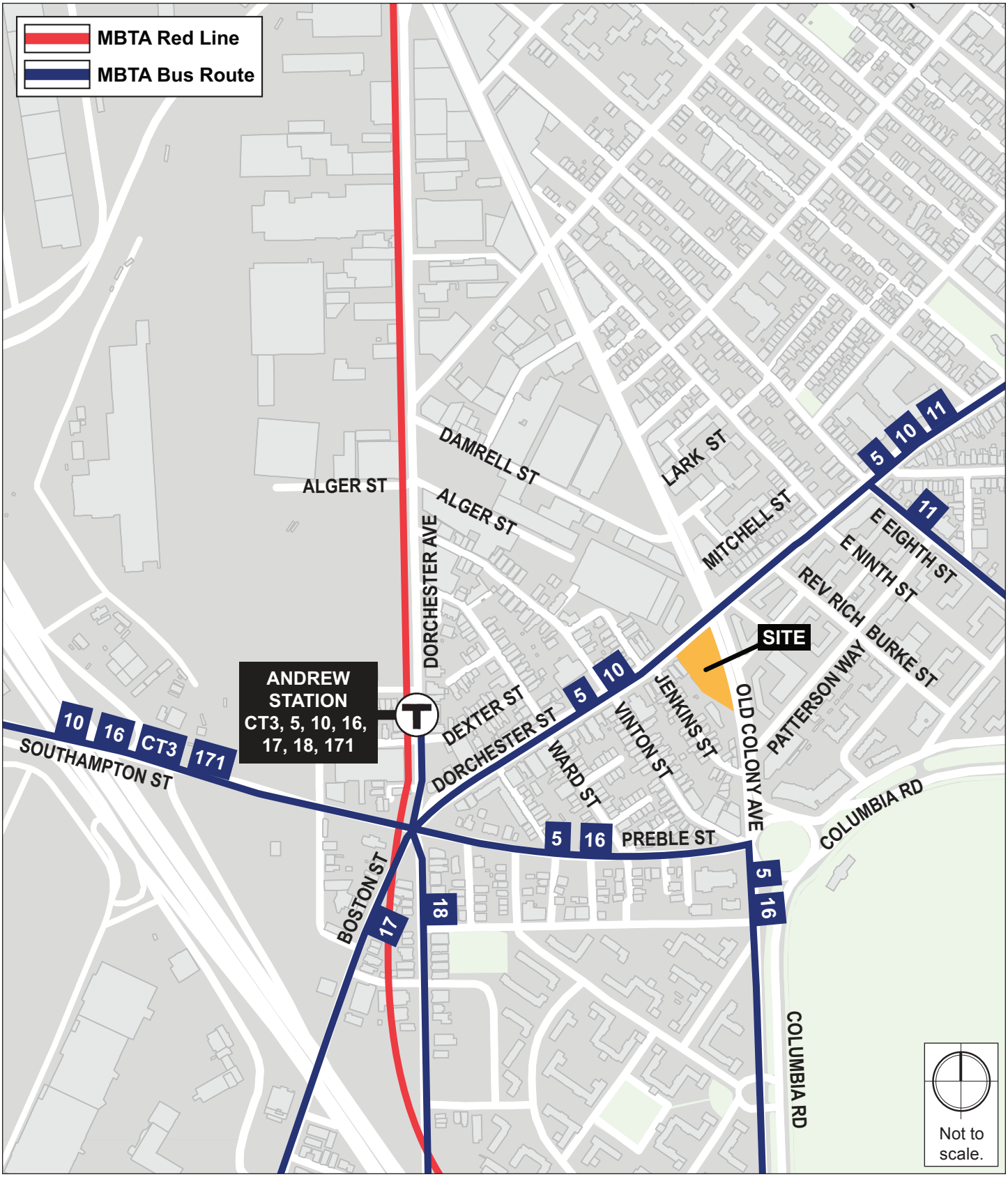


Figure 7-9.
Existing Public Transportation

Table 7-1. Existing Public Transportation

MBTA Transit Service	Description	Weekday Service Duration	Average Peak-Hour Headway (minutes)
Rapid Transit			
Red Line	Alewife – Ashmont Alewife – Braintree	5:13 a.m. -1:36 a.m. 5:13 a.m.-1:36 a.m.	9 9
Local Bus Routes			
CT3	Beth Israel Deaconess or BU Medical Campus – Andrew Station	6:05 a.m.-8:36 p.m.	20-25
5	City Point – McCormack Housing	9:05 a.m.-3:24 p.m.	60
10	City Point – Copley Square	4:55 a.m.-1:31 a.m.	15-25
11	City Point – Downtown	5:11 a.m.-1:24 a.m.	6-13
16	Forrest Hills Station – Andrew Station or UMass	5:00 a.m.-1:46 a.m.	15-21
17	Fields Corner – Andrew Station	4:55 a.m.-10:14 p.m.	16-23
18	Ashmont Station – Andrew Station	6:05 a.m.-6:50 p.m.	30-47
171	Dudley Square – Logan Airport	3:50 a.m.-5:00 a.m.	-

Headway is the time between service, Headways vary.

MBTA Better Bus Project

In January 2019, the MBTA released 47 proposals aiming to improve bus service. Several of these proposals affect bus service within the vicinity of the project. If the proposals are approved, they will take effect on September 1, 2019.

Bus Route 5 and Route 16 – The MBTA proposed to partially replace Route 5, allowing Routes 10 and 16 to extend to service the route. This proposal aims to save 69 passenger hours each weekday by shortening wait time by three minutes for Route 5 passengers at Andrew and shortening wait time by three minutes for 25% of midday Route 16 riders.

Bus Route 18 – The MBTA proposed to add a stop at Dorchester Avenue and bypass Fields Corner busway. This proposal aims to save eight passenger hours and add 29 new passenger trips each weekday by shortening the trip past Fields Corner by six minutes, affecting 36% of Route 18 riders.

7.4 No-Build (2025) Condition

The No-Build (2025) Condition reflects a future scenario that incorporates anticipated traffic volume changes associated with generic background traffic growth, traffic associated with other planned specific developments, and planned infrastructure improvements that will affect travel patterns throughout the study area. Infrastructure improvements include roadway, public transportation, pedestrian, and bicycle improvements. The No-Build (2025) Condition does not include the impact of the Project.

7.4.1 Background Traffic Growth

The methodology to account for generic future background traffic growth, independent of large development projects, may be affected by changes in demographics, smaller scale development projects, or projects unforeseen at this time. Based on a review of recent and historic traffic data collected recently and to account for any additional unforeseen traffic growth, a one-half percent per year annual traffic growth rate was used.

7.4.2 Specific Development Traffic Growth

Traffic volumes associated with the larger or closer known development projects can affect traffic patterns throughout the study area within the future analysis time horizon. Three projects have been identified and were specifically accounted for in the future traffic. **Figure 7-10** show the specific development programs accounted for, which are summarized as follows:

South Bay – This project consists of the construction of five buildings including a hotel of approximately 130 rooms, 113,000 sf of retail and dining space, a 12-screen cinema of approximately 59,800 sf, approximately 475 residential units, and approximately 1,066 parking spaces. This project is currently under construction.

Washington Village – This project calls for the construction of eight new buildings consisting of approximately 98,600 sf of retail space including a grocery store, 656 residential units, and 560 parking spaces. This project has been approved by the BPDA Board.

200-204 Old Colony Avenue – This project calls for the construction of a new six-story building consisting of the Notre Dame Education Center on the ground floor, approximately 54 residential units, and approximately 39 parking spaces in a below-grade garage. This project has been approved by the BPDA Board.

Boston Housing Authority Mary Ellen McCormack Apartments – This project calls for the demolition and construction of the entire Mary Ellen McCormack Housing development. All BHA housing will be replaced and new market rate housing will be added. The Project will also include a retail component. This project has not yet filed a letter of intent.

7.4.3 Proposed Infrastructure Improvements

A review of planned improvements to roadway, transit, bicycle, and pedestrian facilities was conducted to determine if there are any nearby improvement projects in the vicinity of the study area. Three projects have been identified that could affect future travel patterns in the area, however detailed plans have not been submitted at this time.



Figure 7-10.
Specific Development Projects

PLAN: South Boston Dot Avenue – In December 2016, the BPDA released the draft of the Plan: South Boston Dot Avenue. The plan provides recommendations and strategies around affordable housing, jobs and businesses, guidelines for urban design, and suggestions for improvements to transportation, connections, open space, sustainability, and the public realm. As part of this initiative, Dorchester Avenue will be redesigned to better support active transportation and retail activity with enhanced crosswalks, public realm improvements, protected or separated bike lanes, and signal priority for buses. The Project site is included within the BPDA planning area.

Washington Village – The proposed Washington Village development will construct several improvements in the area to be completed within the seven-year No-Build timeframe horizon. The improvements will be completed in three phases corresponding with the construction of Washington Village. During Phase 1, it is proposed that the signalized intersection of Old Colony Avenue/Dorchester Avenue will undergo timing improvements and geometric improvements enhancing pedestrian safety. The unsignalized intersection of Old Colony Avenue/Damrell Street will undergo geometric improvements to enhance pedestrian safety. The circuit breaker at D Street is proposed to be removed, enhancing circulation in the area. During Phase 2, a protected bike lane is proposed to be installed along Old Colony Avenue. Phase 3 will include geometric improvements along Dorchester Avenue. Additional potential mitigation measures include optimizing signal timing and phasing at Andrew Square. These improvements have not been designed therefore have not been included in the No-Build (2026) Condition analysis.

Go Boston 2030 – Go Boston 2030's initiatives, published in 2017, encompass several improvements in the vicinity of the Project, including Better Bike Corridors, Green Links Network, and Smart Signal Corridors. As part of Better Bike Corridors, protected bicycle routes have been proposed along Dorchester Avenue and Old Colony Avenue between Broadway Station and Andrew Station. The expansion of Boston's Green Links Network is proposed to include Southampton Street, Preble Street, and Old Colony Avenue in its efforts to provide widespread access to green spaces with safer road crossings, new pedestrian paths, and bike facilities. Dorchester Avenue has been included in the BTD's plans to expand Smart Signal Corridors with better management of traffic flow for vehicles, pedestrians, bicyclists, and public transportation.

7.4.4 No-Build (2025) Condition Traffic Volumes

The one-half percent per year annual growth rate was applied to the Existing Condition traffic volumes, then the traffic volumes associated with the background development projects listed above were added to determine the No-Build (2025) Condition traffic volumes. The No-Build (2025) weekday a.m. and p.m. peak hour traffic volumes are shown on **Figure 7-11** and **Figure 7-12**, respectively.

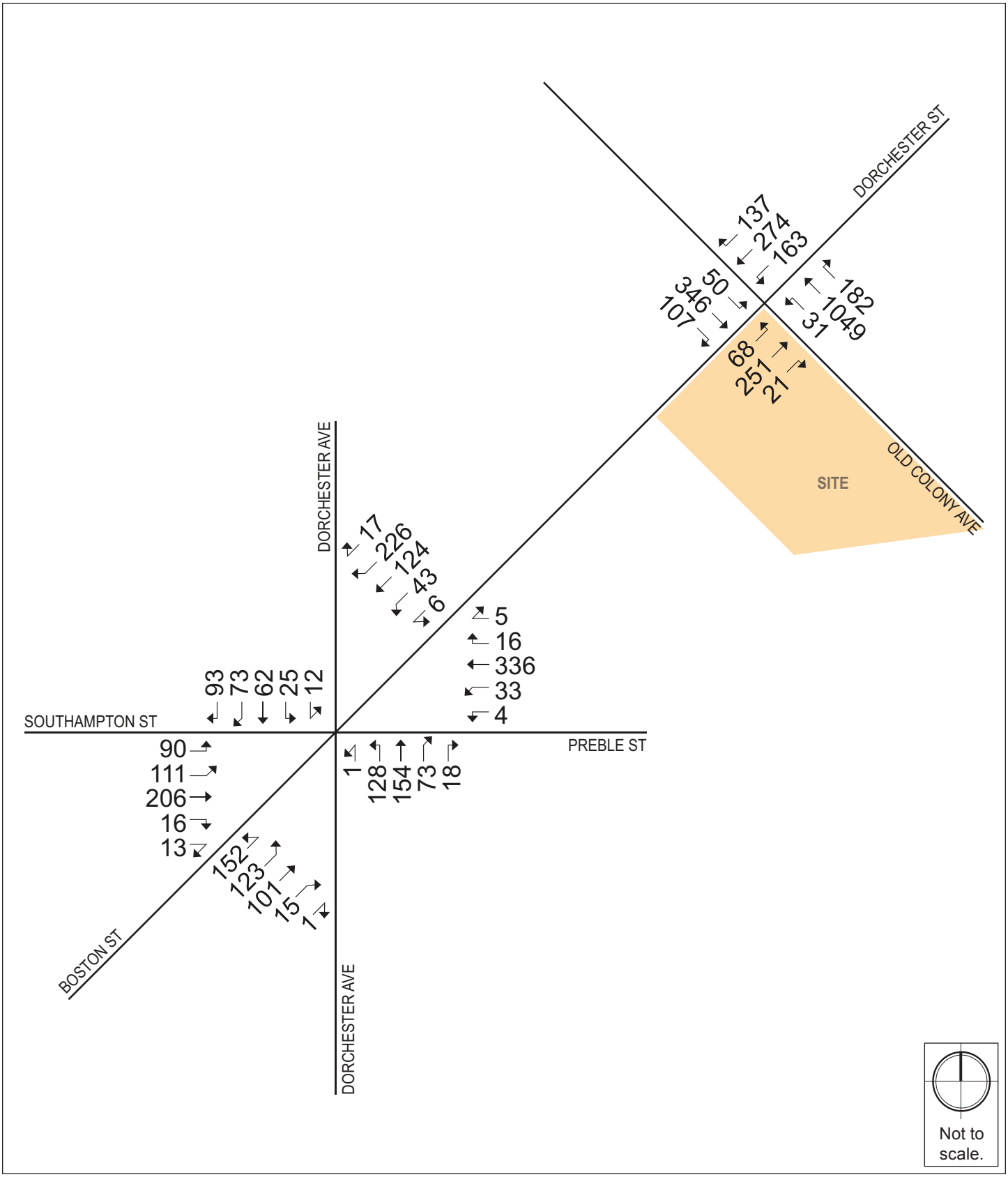


Figure 7-11.
No-Build (2025) Condition Traffic Volumes, Weekday a.m. Peak Hour

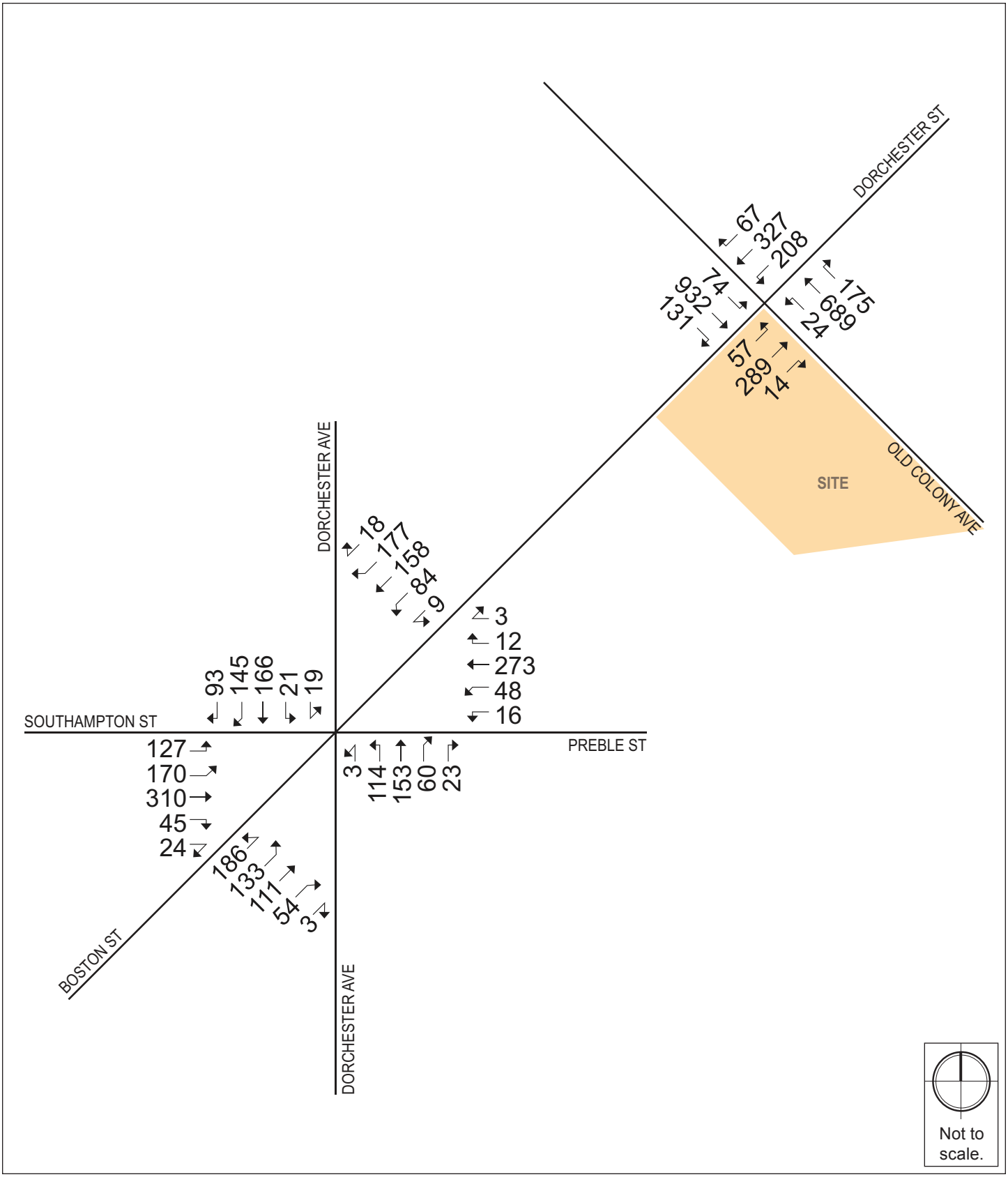


Figure 7-12.
No-Build (2025) Condition Traffic Volumes, Weekday p.m. Peak Hour

7.5 Build (2025) Condition

As previously summarized, the Project will include the demolition of the existing building and parking lot and the construction of a new five-story building consisting of three commercial spaces totaling 7,901 sf on the ground floor and 64 residential units on the remaining floors above. The building will also provide parking for 52 vehicles, including two parking spaces for ADA accessible vehicles. The parking will be contained in three independent automated parking structures. The garage will also include a trash room and a bike room. The garage will be accessed via one driveway allowing right-in/right-out vehicular movements only. The driveway will be located along Dorchester Avenue to the west of the building. All remaining curb cuts will be closed.

7.5.1 Site Access and Circulation

The Project driveway will be along Dorchester Street to the west side of the building and permit right-in/right-out movements only. The existing curb cut will be relocated to the west of the existing location moving it further from the intersection with Old Colony Avenue. The remaining two curb cuts will be removed, adding approximately 3 on-street parking spaces.

Primary pedestrian access to the building lobby is provided along Old Colony Avenue. Pedestrian access to the commercial spaces will be provided along Old Colony Avenue and Dorchester Street, depending on which roadway the commercial space fronts. The bicycle storage room will also be located within the garage and will be accessed via the driveway. The site is shown in **Figure 7-13**.

7.5.2 Parking

The parking goals developed by the BTD for this section of South Boston are a maximum of 0.75 to 1.25 parking spaces per residential unit within a ten-minute walk of an MBTA station. As previously mentioned, the Project will include 61 parking spaces in a garage for the 64 residential units. The 61 parking spaces results in a parking ratio of approximately 0.95 parking spaces per residential unit, consistent with the BTD parking ratio maximum for the area.

7.5.3 Loading and Service Accommodations

Residential units primarily generate delivery trips related to small packages, prepared food that arrive in small box trucks or smaller vehicles, as well as move-in/move-out activity. Deliveries to the Project site will be limited to SU-36 box trucks or smaller vehicles.

7.5.4 Bicycle Accommodations

BTD has established guidelines requiring projects subject to Transportation Access Plan Agreements to provide secure bicycle parking for residents and employees and outdoor bicycle racks for visitors. Based on BTD guidelines, the Project will supply a minimum of 67 secure

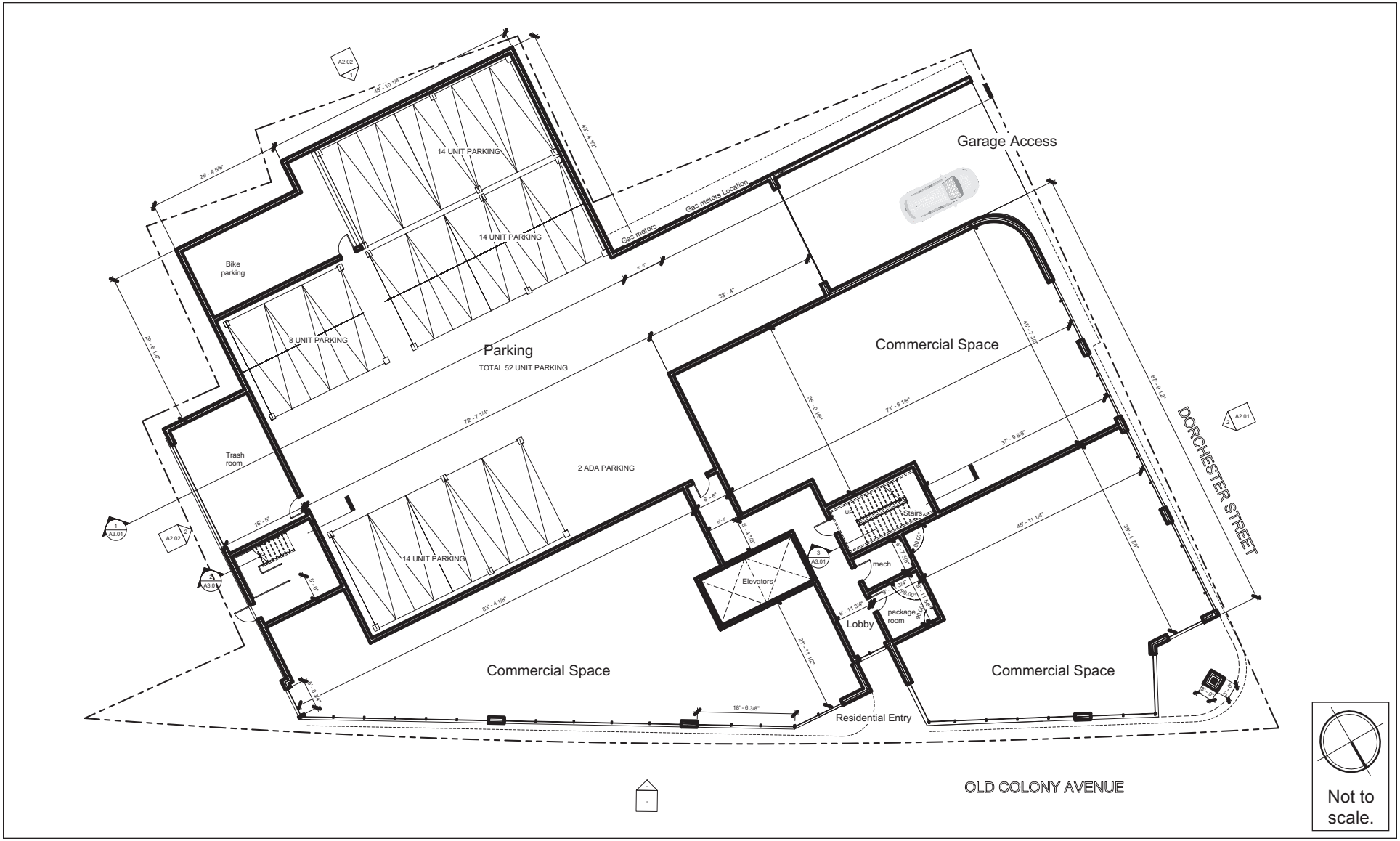


Figure 7-13.
Site Plan

covered bicycle parking spaces within the parking garage, including 64 for residents, at a rate of one secure covered bicycle parking spaces per residential unit, and three for employees of the commercial spaces. Additional storage will be provided by outdoor bicycle racks accessible to visitors to the site in accordance with BTD guidelines.

7.5.5 Trip Generation Methodology

Determining the future trip generation of the Project is a complex, multi-step process that produces an estimate of vehicle trips, transit trips, walk trips, and bicycle trips associated with a proposed development and a specific land use program. A project's location and proximity to different travel modes determines how people will travel to and from a project site.

To estimate the number of trips expected to be generated by the Project, data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*[8] were used. ITE provides data to estimate the total number of unadjusted vehicular trips associated with the Project. In an urban setting well-served by transit, adjustments are necessary to account for other travel mode shares such as walking, bicycling, and transit.

To estimate the unadjusted number of vehicular trips for the Project, the following ITE land use code (LUCs) was used:

- **Land Use Code 221 – Multifamily Housing (Mid-Rise).** Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and ten floors. The trip generation estimates are based on the average rate per dwelling unit.

- **Land Use Code 820 – Shopping Center.** A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. The trip generation estimates are based on the average rate per thousand square feet.

7.5.6 Mode Share

The residential mode share is based on the American Community Survey 2017 5-year estimates from the Census department. Mode shares are based on census tract 608. The retail mode share is based on BTD data for Area 8 – Inner Red Line, which includes areas along the Red Line from Broadway Station to JFK/UMass Station. Unadjusted vehicular trips were converted to person trips by using vehicle occupancy rates published by the Federal Highway Administration

8 Trip Generation Manual, 10th Edition; Institute of Transportation Engineers; Washington, D.C.; 2017.

(FHWA)[9]. The person trips were then distributed to different modes according to the mode shares shown in **Table 7-2**.

Table 7-2. Travel Mode Shares

Land Use		*Walk/Bicycle Share*	*Transit Share*	*Auto Share*	*Vehicle Occupancy Rate[3]*
Residential[1]	In	12%	37%	51%	1.18
	Out	12%	37%	51%	1.18
Retail[2]	In	29%	11%	60%	1.82
	Out	29%	11%	60%	1.82

1. Based on mode shares from 2017 American Community Survey Table B08006 for Census Tract 608.
2. Based on rates published by the Boston Transportation Department for Area 8 – Inner Red Line.
3. Based on 2017 National Household Travel Survey vehicle occupancy rates

The mode share percentages were applied to the number of person trips to develop walk/bicycle, transit, and vehicle trip generation estimates. The trip generation for the Project by mode is shown in **Table 7-3**. The detailed trip generation information is provided in **Appendix D.**

9 *Summary of Travel Trends: 2017 National Household Travel Survey*; FHWA; Washington, D.C.; August 2017.

Table 7-3. Trip Generation Summary

Land Use		*Walk/Bicycle Trips*	*Transit Trips*	*Private Auto Trips*
Daily				
Residential[1]	In	25	76	88
	Out	25	76	88
	Total	50	152	176
Retail[2]	In	79	30	89
	Out	79	30	89
	Total	158	60	178
a.m. Peak				
Residential[1]	In	1	3	3
	Out	2	7	9
	Total	3	10	12
Retail[2]	In	3	1	3
	Out	1	1	2
	Total	4	2	5
p.m. Peak				
Residential[1]	In	2	7	9
	Out	2	5	5
	Total	4	12	14
Retail[2]	In	7	3	8
	Out	8	3	10
	Total	15	6	18

1. Based on ITE LUC 221 – Multifamily Housing (Mid-rise), 64 dwelling units, average rate.
2. Based on ITE LUC 820 – Shopping Center, 7,901 sf, average rate

The Project is expected to generate approximately 354 new daily vehicle trips, with 176 of the daily trips generated by the proposed residential development and 178 of the daily trips generated by the proposed ground-floor retail. 17 new vehicle trips (six entering and eleven exiting) are expected during the weekday a.m. peak hour and 32 new vehicle trips (17 entering and 15 exiting) are expected during the weekday p.m. peak hour. The project is also expected to generate 208 new daily pedestrian trips and 212 new daily transit trips.

7.5.7 Trip Distribution

The trip distribution identifies the various travel paths for vehicles arriving and leaving the Project site. Trip distribution patterns for the Project were based on BTD's origin-destination data for Area 8 – Inner Red Line and trip distribution patterns along existing roadways and traffic studies for nearby projects. Vehicle trips associated with the residential land use were assigned to the garage driveway and vehicle trips associated with the commercial land use were assigned to nearby on-street parking. The trip distribution patterns for the Project are illustrated in **Figure 7-14**.

7.5.8 Build (2025) Traffic Volumes

The vehicle trips were distributed through the study area. The project-generated trips for the weekday a.m. and p.m. peak hours are shown in **Figure 7-15** and **Figure 7-16**, respectively. The trip assignments were added to the No-Build (2025) Condition vehicular traffic volumes to develop the Build (2025) Condition vehicular traffic volumes. The Build (2025) weekday a.m. and p.m. peak hour traffic volumes are shown on **Figure 7-17** and **Figure 7-18**, respectively.

7.6 Traffic Operation Analysis

Trafficware's Synchro (version 9) software package was used to calculate average delay and associated LOS at the study area intersections. This software is based on the traffic operational analysis methodology of the Transportation Research Board's 2010 Highway Capacity Manual (HCM).

LOS designations are based on average delay per vehicle for all vehicles entering an intersection. **Table 7-4** displays the intersection LOS criteria. LOS A indicates the most favorable condition, with minimum traffic delay, while LOS F represents the worst condition, with significant traffic delay. LOS D or better is typically considered acceptable in an urban area. However, LOS E or F is often typical for a stop controlled minor street that intersects a major roadway.

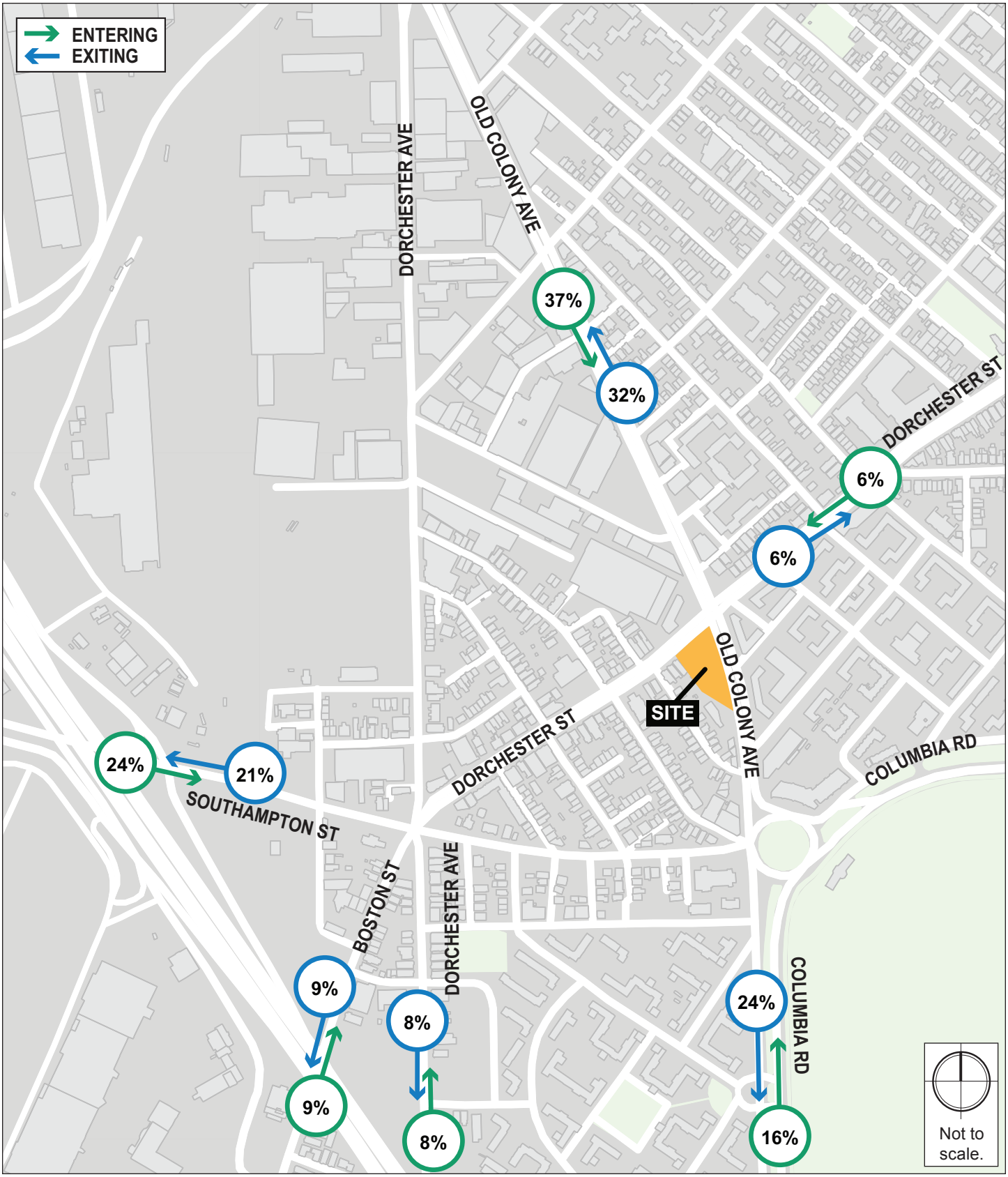


Figure 7-14.
Trip Distribution

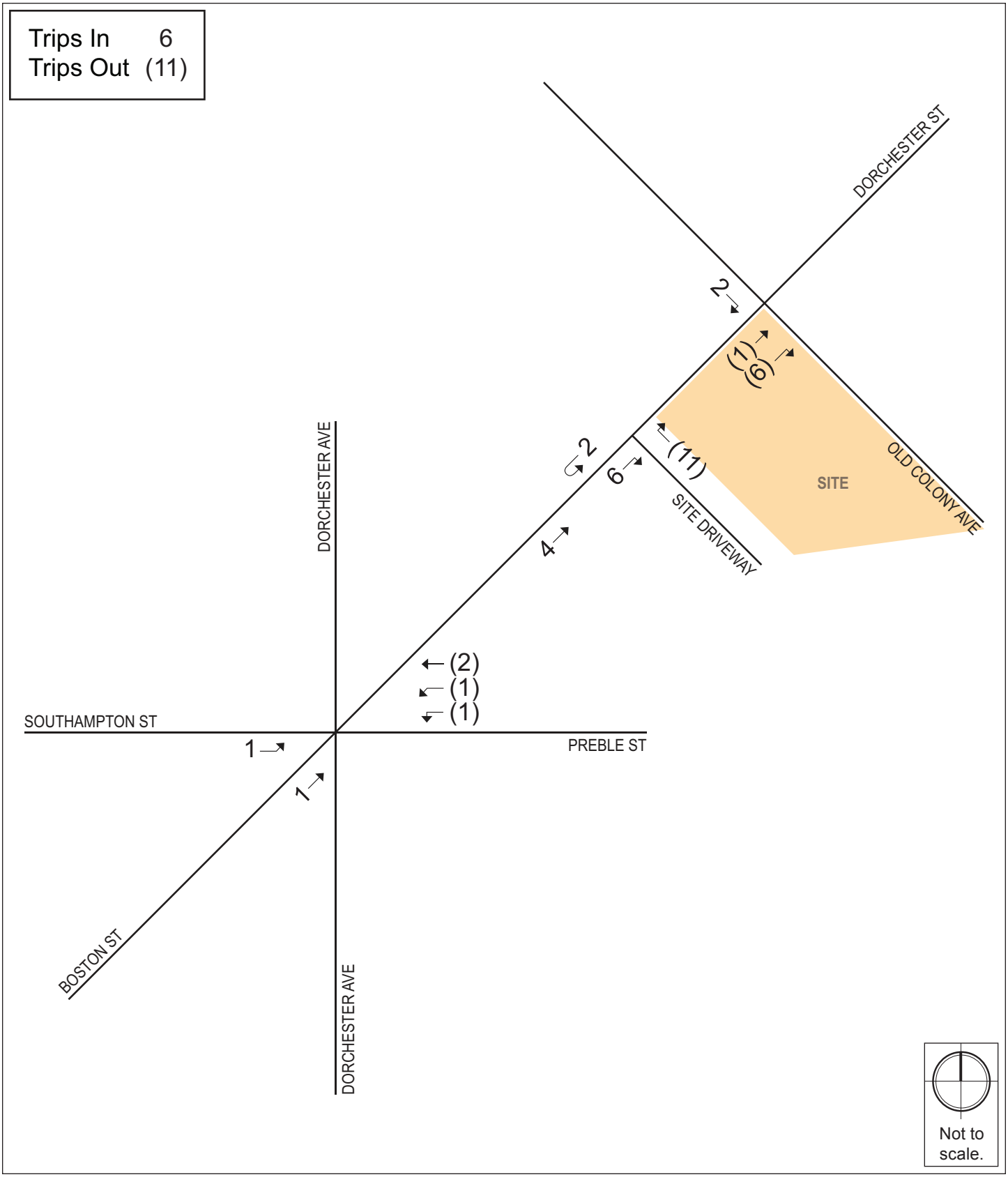


Figure 7-15.
Project-Generated Vehicle Trip Assignment, Weekday a.m. Peak Hour

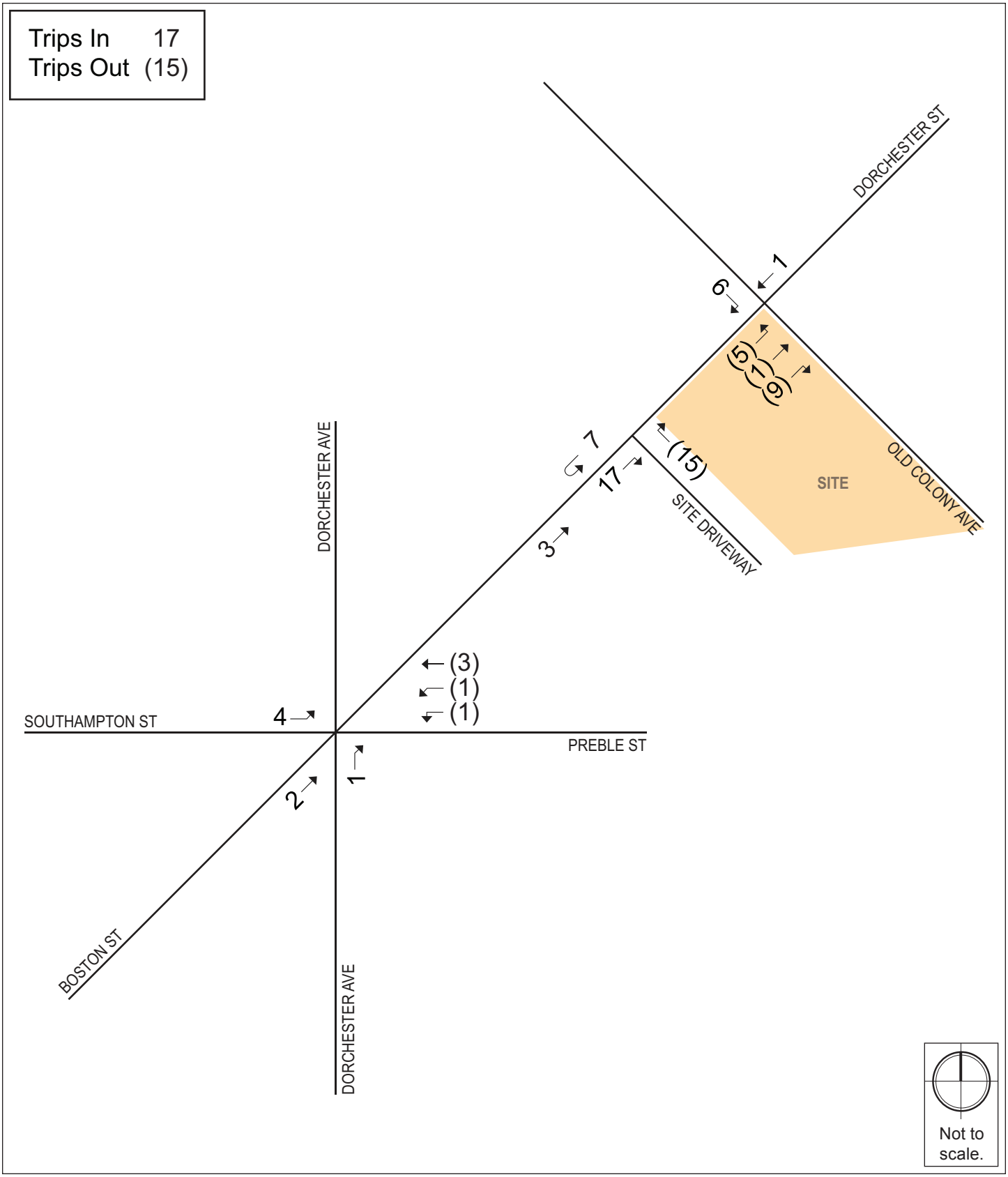


Figure 7-16.
Project-Generated Vehicle Trip Assignment, Weekday p.m. Peak Hour

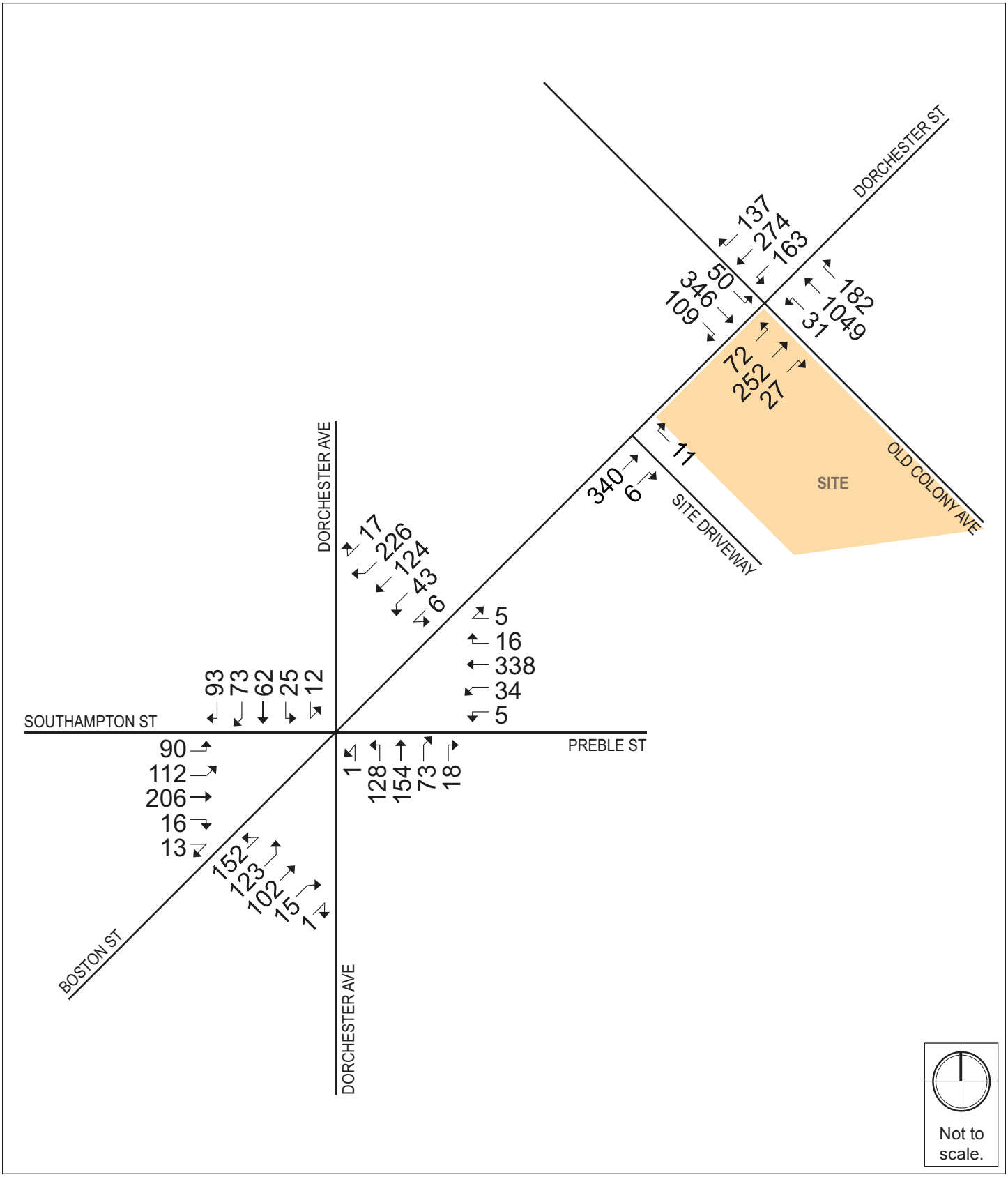


Figure 7-17.
Build (2025) Condition Traffic Volumes, Weekday a.m. Peak Hour

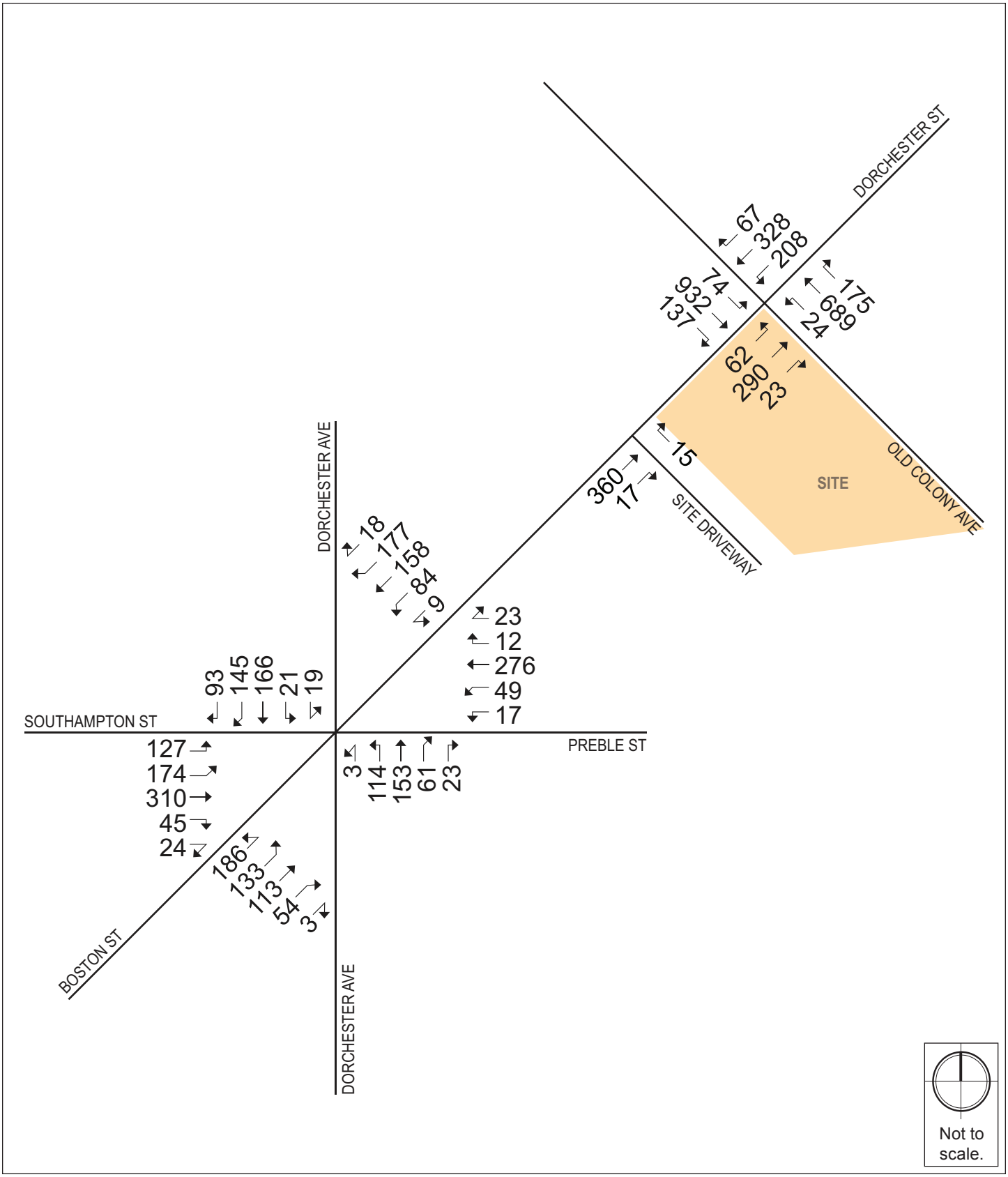


Figure 7-18.
Build (2025) Condition Traffic Volumes, Weekday p.m. Peak Hour

Table 7-4. Vehicle Level of Service Criteria

Level of Service	Average Stopped Delay (sec/veh)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: 2010 Highway Capacity Manual, Transportation Research Board.

In addition to delay and LOS, the operational capacity and vehicular queues are calculated and used to further quantify traffic operations at intersections. The following describes these other calculated measures.

The volume-to-capacity (v/c) ratio is a measure of congestion at an intersection approach. A v/c ratio below one indicates that the intersection approach has adequate capacity to process the arriving traffic volumes over the course of an hour. A v/c ratio of one or greater indicates that the traffic volume on the intersection approach exceeds capacity.

The 50th percentile queue length, measured in feet, represents the maximum queue length during a cycle of the traffic signal with typical (or median) entering traffic volumes.

The 95th percentile queue length, measured in feet, represents the farthest extent of the vehicle queue (to the last stopped vehicle) upstream from the stop line during five percent of all signal cycles. The 95th percentile queue will not be seen during each cycle. The queue would be this long only five percent of the time and would typically not occur during off-peak hours. Since volumes fluctuate throughout the hour, the 95th percentile queue represents what can be considered a "worst case" scenario. Queues at the intersection are generally below the 95th percentile queue throughout the course of the peak hour. It is also unlikely that the 95th percentile queues for each approach to the intersection will occur simultaneously.

Table 7-5 and **Table 7-6** summarize the Existing Condition, the No-Build (2025) Condition, and the Build (2025) Condition capacity analysis for the study area intersection during the weekday a.m. and p.m. peak hours, respectively. The detailed analysis of the Synchro results is provided in **Appendix D.**

Table 7-5. Capacity Analysis Summary, Weekday a.m. and p.m. Peak Hours

Intersection/ Movement	Existing Condition					No-Build (2025) Condition					Build (2025) Condition				
	LOS	Delay (s)	V/C Ratio	Queue (ft) 50th	Queue (ft) 95th	LOS	Delay (s)	V/C Ratio	Queue (ft) 50th	Queue (ft) 95th	LOS	Delay (s)	V/C Ratio	Queue (ft) 50th	Queue (ft) 95th
Weekday a.m. Peak Hour															
Andrew Square	**F**	**90.1**	**-**	**-**	**-**	**F**	**123.8**	**-**	**-**	**-**	**F**	**125.1**	**-**	**-**	**-**
Southampton St EB L	F	145.5	1.11	~184	#315	F	214.3	1.31	~215	#389	F	219.5	1.33	~220	#396
Southampton St EB T/R	D	50.6	0.50	185	273	D	53.6	0.59	223	322	D	53.6	0.59	223	322
Preble St WB L/T | T/R	F	99.5	0.98	223	#325	F	112.4	1.03	~247	#351	F	115.8	1.05	~252	#356
Dorchester Ave NB L/T | T/R	F	80.8	0.91	187	#294	F	173.4	1.23	~281	#393	F	174.5	1.24	~281	#393
Dorchester Ave SB L/T | T/R	E	55.7	0.54	101	157	E	72.5	0.79	131	#232	E	72.7	0.79	132	#232
Boston St NEB L/T | T/R	E	74.2	1.07dl	185	222	E	75.0	1.15dl	228	268	E	75.1	1.14dl	230	270
Dorchester St SWB L/T | T/R	F	117.7	1.22dr	~218	#330	F	162.1	1.37dr	~280	#397	F	162.1	1.37dr	~280	#397
Old Colony Ave/ Dorchester St	**F**	**135.2**	-	-	-	**F**	**180.5**	-	-	-	**F**	**183.2**	-	-	-
Dorchester St EB L/T | T/R	E	65.4	0.89	95	#175	F	104.2	1.06	~120	#209	F	119.0	1.11	~128	#219
Dorchester St WB L/T | T/R	F	160.4	1.25	~211	#328	F	215.3	1.38	~250	#362	F	219.1	1.39	~251	#363
Old Colony Ave NB L/T | T/R	F	173.7	1.31	~482	#612	F	219.6	1.41	~540	#670	F	219.6	1.41	~540	#670
Old Colony Ave SB L/T | T/R	D	42.2	0.82	119	#201	F	94.5	1.08	~184	#287	F	97.0	1.09	~186	#290
Weekday p.m. Peak Hour															
Andrew Square	**F**	**107.8**	**-**	**-**	**-**	**F**	**191.0**	**-**	**-**	**-**	**F**	**195.4**	**-**	**-**	**-**
Southampton St EB L	F	199.3	1.30	~232	#359	F	348.2	1.67	~364	#495	F	364.8	1.70	~377	#507
Southampton St EB T/R	E	55.5	0.77	277	357	F	85.7	0.99	384	#528	F	85.7	0.99	384	#528
Preble St WB L/T | T/R	F	128.5	1.10	~195	#280	F	292.0	1.53	~253	#338	F	301.2	1.55	~258	#344
Dorchester Ave NB L/T | T/R	F	97.5	0.98	142	#244	F	176.8	1.49dl	~213	#318	F	179.5	1.49dl	~214	#320
Dorchester Ave SB L/T | T/R	F	106.8	1.05	~204	#314	F	185.7	1.28	~271	#384	F	187.0	1.28	~271	#384
Boston St NEB L/T | T/R	F	92.7	1.19dl	193	#303	F	161.8	1.52dl	~289	#406	F	163.4	1.52dl	~291	#407
Dorchester St SWB L/T | T/R	F	95.2	1.00	200	#286	F	141.8	1.16	~275	#357	F	141.8	1.16	~275	#357
Old Colony Ave/ Dorchester St	**F**	**131.1**	-	-	-	**F**	**282.7**	-	-	-	**F**	**288.2**	-	-	-
Dorchester St EB L/T | T/R	D	45.6	0.70	111	160	E	71.1	0.94	134	#226	F	87.0	1.01	~144	#243
Dorchester St WB L/T | T/R	F	102.7	1.09	~193	#334	F	162.6	1.26	~252	#389	F	171.1	1.28	~257	#393
Old Colony Ave NB L/T | T/R	E	57.9	0.97	276	#409	F	214.4	1.39	~424	#550	F	217.1	1.40	~426	#551
Old Colony Ave SB L/T | T/R	F	231.3	1.43	~495	#625	F	465.7	1.97	~654	#786	F	470.5	1.98	~658	#792

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is the maximum after two cycles.
dl De facto left lane.
dr De facto right lane.
Gray shading indicates decrease in LOS from Existing Condition below LOS E or LOS F.

As shown in **Table 7-5**, the studied intersections have operations below acceptable conditions (lower than LOS D) under the Existing Condition, No-Build (2025) Condition, and Build (2025) Condition. Under the Build (2025) Condition, the study area intersections and approaches will generally continue to operate at the same LOS as under the No-Build (2025) Condition. Most of the increased delay shown in the traffic operations analysis is contributed by the increase of traffic projected under the No-Build Condition. The Project is expected have a negligible effect on the overall traffic operations at the two intersections studied.

Andrew Square operates at LOS F under the Existing Condition, No-Build (2025) Condition, and Build (2025) Condition during both the weekday a.m. and p.m. peak hours. Under the Existing Condition, all approaches operate at a LOS E or LOS F with the exception of the Southampton Street eastbound thru/right lane, which operates at LOS D during the weekday a.m. peak hour. Under the No-Build (2025) Condition, all approaches continue to operate at the same LOS with the exception of the Southampton Street eastbound thru/right lane, which decreases from LOS E to LOS F during the weekday p.m. peak hour. Under the Build (2025) Condition, all approaches continue to operate at the same LOS. The longest queue lengths generally occur in the Dorchester Street south-westbound approach during the weekday a.m. peak hour and the Southampton Street eastbound approach during the weekday p.m. peak hour. An intersection with six different approaches with a cycle length of 150 seconds will typically operate at LOS F, observations of the signal indicated that vehicles in the queue typically clear the intersection without waiting for a second cycle.

Old Colony Avenue/Dorchester Street operates at LOS F under the Existing Condition, No-Build (2025) Condition, and Build (2025) Condition during both the weekday a.m. and p.m. peak hours. Under the Existing Condition, all approaches operate at a LOS E or LOS F with the exception of the Old Colony Avenue southbound approach, which operates at LOS D during the weekday a.m. peak hour and the Dorchester Street eastbound approach, which operates at LOS D during the weekday p.m. peak hour. Under the No-Build (2025) Condition, all approaches continue to operate at the same LOS with the exception of the Dorchester Street eastbound approach, which decreases from LOS E to LOS F during the weekday a.m. peak hour and from LOS D to LOS E during the weekday p.m. peak hour, the Old Colony Avenue northbound approach, which decreases from LOS E to LOS F during the weekday p.m. peak hour, and the Old Colony Avenue southbound approach, which decreases from LOS D to LOS F during the weekday a.m. peak hour. Under the Build (2025) Condition, all approaches continue to operate at the same LOS with the exception of the Dorchester Street eastbound approach, which decreases from LOS E to LOS F during the weekday p.m. peak hour. The longest queue lengths occur at the Old Colony Avenue northbound approach during the weekday a.m. peak hour and at the Old Colony southbound approach during the weekday p.m. peak hour.

7.7 Transportation Demand Management

The Proponent is committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project related traffic impacts. TDM will be facilitated by the nature of the Project (which does not generate significant peak hour trips) and its proximity to numerous public transit alternatives.

On-site management will keep a supply of transit information (schedules, maps, and fare information) to be made available to the residents of the building and well as staff and students of the NDEC. The Proponent will work with the City to develop a TDM program appropriate to the Project and consistent with its level of impact.

The Proponent is prepared to take advantage of good transit access in marketing the site to future residents by working with them to implement the following TDM measures to encourage the use of non-vehicular modes of travel.

The TDM measures for the Project may include but are not limited to the following:

- **Transportation Coordinator**: The Proponent will encourage building to designate a full-time, on-site employee as the transportation coordinator for the site. The transportation coordinator will oversee all transportation issues. This includes managing vehicular operations, service and loading operations, and TDM programs.
- **Information and Promotion of Travel Alternatives**: The Proponent will encourage the building to provide public transit system maps, schedules, and other information on transit services in the area;
- **Annual News Letter**: The Proponent will encourage the building to provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options;
- **Real Time Transit Info**: he Proponent will encourage the building to provide real-time information on travel alternatives via the Internet in the building lobby.
- **Transit Pass Programs**: The Proponent will encourage the commercial tenants and their employees to use public transit or travel alternatives and will offer on-site transit pass sales and MBTA pass subsidies to full-time employees.
- **Electric Vehicle Charging**: The Proponent will explore the feasibility of providing electric vehicle charging station(s) within the garage.
- **Vehicle Sharing Program**: The Proponent will explore the feasibility of providing spaces in the garage for a car sharing service.
- **Bicycle Accommodation**: The Proponent will provide bicycle storage in secure, sheltered areas for residents and employees to encourage bicycling as an alternative mode of

transportation. Subject to necessary approvals, public use bicycle racks for visitors will be placed near building entrances.

7.8 Transportation Mitigation Measures

While the traffic impacts associated with the new trips are minimal, the Proponent will continue to work with the City of Boston to create a Project that efficiently serves vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use. As part of the Project, the Proponent will bring all abutting sidewalks and pedestrian ramps to the City of Boston standards in accordance with the Boston Complete Streets design guidelines. This will include the reconstruction and widening of the sidewalks where possible, the installation of new, accessible ramps, improvements to street lighting where necessary, planting of street trees, and providing bicycle storage racks surrounding the site, where appropriate.

The Proponent is responsible for preparation of the Transportation Access Plan Agreement (TAPA), a formal legal agreement between the Proponent and the BTD. The TAPA formalizes the findings of the transportation study, mitigation commitments, elements of access and physical design, travel demand management measures, and any other responsibilities that are agreed to by both the Proponent and the BTD. Because the TAPA must incorporate the results of the technical analysis, it must be executed after these other processes have been completed. The proposed measures listed above and any additional transportation improvements to be undertaken as part of this Project will be defined and documented in the TAPA.

The Proponent will also produce a Construction Management Plan (CMP) for review and approval by BTD. The CMP will detail the schedule, staging, parking, delivery, and other associated impacts of the construction of the Project.

7.9 Evaluation of Short-Term Construction Impacts

Most construction activities will be accommodated within the current site boundaries. Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be addressed in detail in a Construction Management Plan to be filed with BTD in accordance with the City's transportation maintenance plan requirements. The Construction Management Plan will document all committed measures and will be executed with the City prior to commencement of construction.

To minimize transportation impacts during the construction period, the following measures will be considered for the Construction Management Plan:

- Limited construction worker parking on-site;
- Encouragement of worker carpooling;
- Consideration of a subsidy for MBTA passes for full-time employees; and
- Providing secure spaces on-site for workers' supplies and tools so they do not have to be brought to the site each day.

8.0 COORDINATION WITH GOVERNMENTAL AGENCIES

8.1 Architectural Access Board Requirements

This Project will comply with the requirements of the Architectural Access Board. The Project will also be designed to comply with the Standards of the Americans with Disabilities Act.

8.2 Massachusetts Environmental Policy Act

Based on information currently available, development of the Proposed Project is not expected to result in a state permit/state agency action and meet a review threshold that would require MEPA review by the MEPA Office of the Executive Office of Energy and Environmental Affairs.

8.3 Boston Civic Design Commission

The Project is not expected to exceed the 100,000 gross square feet size threshold requirement for review by the Boston Civic Design Commission.

9.0 PROJECT CERTIFICATION

This form has been circulated to the Boston Planning and Development Agency as required by Article 80 of the Boston Zoning Code.

267 Old Colony LLC

Michael Moore

Signature of Proponent

3/21/19

Date

Mitchell L. Fischman Consulting LLC

Mitchell L. Fischman

Signature of Preparer

Mitchell L. Fischman, Principal

03/21/19

Date

APPENDIX A – LETTER OF INTENT TO FILE PNF, JANUARY 4, 2019

A&M Adams & Morancy
COUNSELORS - AT - LAW

January 4, 2019

Brian Golden, Director
Boston Planning & Development Agency
Boston City Hall, 9th Floor
Boston, MA 02201

* * * BY HAND DELIVERY * * *

RE: Letter of Intent to File Article 80 Large Project Notification
267 Old Colony Avenue, South Boston

Dear Director Golden:

This office represents 267 Old Colony, LLC (the "Proponent"), the prospective purchaser-developer of the real property situated at 267 Old Colony Avenue in South Boston. The purpose of this letter is to notify the Boston Planning & Development Agency of our client's intent to file an Expanded Project Notification Form with the BPDA pursuant to Article 80B, Large Project Review, of the Boston Zoning Code.

The Proponent's project contemplates the construction of a new mixed-use building of approximately 79,067 gross square feet, containing 64 residential units and 7,911 square feet of ground-floor commercial space, served by 59 garage parking spaces (the "Project"). The Project has been designed and program so as to meet the use, dimensional, and off-street parking requirements of the BPDA-approved Plan: South Boston Dorchester Avenue Planning Initiative (the "Plan"), and to advance the housing creation goals of Mayor Walsh's 2030 Housing Plan.

The site comprises 21,418 square feet of land and is bounded to the north by Dorchester Street, to the east by Old Colony Avenue, to the south by a multi-family building fronting on Old Colony Avenue, and to the west by residential buildings fronting on both Dorchester Street and Jenkins Street. The site, as shown on Exhibit "1," attached hereto, is currently occupied by a single-story commercial brick building containing a pharmacy, a tax preparation office, and a vacant unit.

The surrounding area is a mix of residential, commercial, and retail uses, with the southern boundary of the approved Washington Village project being located directly across Dorchester Street. The site itself is within Use Zone 1B of the Plan, and within the Plan's 300-foot density bonus height zone (although the Project building is being planned to a maximum height of 60 feet).

The site is located along MBTA bus routes 5 and 10, and is .3 of a mile from the MBTA's Red Line Andrew station, providing access to rapid transit and to additional bus routes 16, 17, 18 and 171. The vast majority of the Proposed Project is located within an L-1 local

350 West Broadway, South Boston, MA 02127-1971
Tel.: 617-269-5800 • Email: gmorancy@admorlaw.com

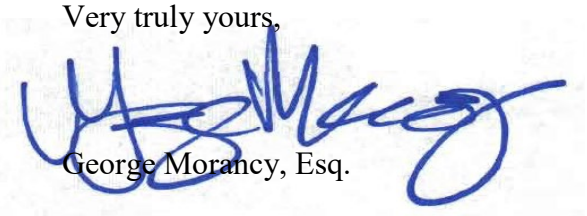
business zoning district under the Base Boston Zoning Code, with a very small portion of the site, along the western periphery, falling within an MFR (multi-family residential) subdistrict of Article 68, the South Boston Neighborhood Article.

The size of the Proposed Project dictates the preparation and filing of submissions under the Large Project Review requirements of Article 80 of the Boston Zoning Code. The Expanded PNF filing is expected to address many issues normally presented in a Draft Project Impact Report, including a transportation analysis, and air and noise, shadow, infrastructure, historic resources, and other environmental evaluations, all of which will help explain potential project impacts arising from the Proposed Project, and any needed mitigation measures to reduce these impacts.

Prior to submitting this Letter of Intent, the development team met on numerous occasions with the BPDA's planning and urban design staff, and conducted preliminary meetings with South Boston's elected officials and representatives of the Andrew Square Civic Association. We will now commence extensive community outreach and plan to work closely with abutters and other neighbors, and of course your staff, in order to further refine a development project that we hope will be met with considerable public support.

We wish to thank you and BPDA staff, in particular our Project Manager, John Campbell, for the time and attention given to this matter to date. Our team looks forward to continuing to work closely with the BPDA, the members of the Impact Advisory Group to be formed, local elected officials, other city agencies, and the South Boston community in advancing towards a successful project outcome.

Very truly yours,



George Morancy, Esq.

Attachment: Exhibit "1" - Project Locus

cc: Jonathan Greeley, BPDA
Michael Christopher, BPDA
John Campbell, BPDA
Jerome Smith
Edward McGuire, Mayor's Office of Neighborhood Services
John Allison, Mayor's Office of Neighborhood Services
Rep. Stephen F. Lynch
City Councilor Michael F. Flaherty
City Councilor Ed Flynn
Senator Nick Collins
Rep. David Biele
Doug Stefanov, Stefanov Architects, Inc.

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Joseph Rull, MJR Consulting, Inc.
Mitch Fischman, MLF Consulting, LLC
Patrick M. Mahoney, Esq., Boston Zoning Strategies, PLLC

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Tel.: 617-269-5800 • Email: gmorancy@admorlaw.com

EXHIBIT "1"

PROJECT LOCUS





267 Old Colony Avenue Mixed-Use Project ———— Letter of Intent

APPENDIX B – AIR QUALITY APPENDIX

APPENDIX B
AIR QUALITY

267 OLD COLONY AVENUE
PROJECT NOTIFICATION FORM

Pages	Contents
2-4	AERMOD Model Output
5	Garage Emissions Analysis Calculations - AM and PM Peak Hour
6	MOVES2014b Output for Garage Analysis
7-205	CAL3QHC Model Output

 *** MODELOPTs: NonDFAULT CONC FLAT FLGPOL NOCHKD SCREEN NODRYDPLT NOWETDPLT URBAN

                                        ***   MODEL SETUP OPTIONS SUMMARY   ***
 -

 **Model Is Setup For Calculation of Average CONCentration Values.

   -- DEPOSITION LOGIC --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION. DRYDPLT = F
 **Model Uses NO WET DEPLETION. WETDPLT = F

 **Model Uses URBAN Dispersion Algorithm for the SBL for   1 Source(s),
   for Total of   1 Urban Area(s):
   Urban Population =   84925.0 ; Urban Roughness Length = 1.000 m

 **Model Allows User-Specified Options:
         1. Stack-tip Downwash.
         2. Model Assumes Receptors on FLAT Terrain.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Full Conversion Assumed for NO2.
         6. Urban Roughness Length of 1.0 Meter Used.

 **Other Options Specified:
         NOCHKD   - Suppresses checking of date sequence in meteorology files
         SCREEN   - Use screening option
 which forces calculation of centerline values

 **Model Accepts FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of: CO

 **Model Calculates 1 Short Term Average(s) of: 1-HR

 **This Run Includes: 1 Source(s);   1 Source Group(s); and   714 Receptor(s)

                with: 0 POINT(s), including
                           0 POINTCAP(s) and   0 POINTHOR(s)
                 and: 1 VOLUME source(s)
                 and: 0 AREA type source(s)
                 and: 0 LINE source(s)
                 and: 0 OPENPIT source(s)
                 and: 0 BUOYANT LINE source(s) with   0 line(s)

   **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date: 18081

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

 **NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

```
**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =     6.10 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                              ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      3.6 MB of RAM.

**Input Runstream File:          CO_5yrs_CO.DTA
**Output Print File:             CO_5yrs_CO.LST

**File for Summary of Results:   W:\Apps\aermod\4428\CO_5yrs_CO.SUM
*** AERMOD - VERSION  18081 ***   *** 267 Old Colony Avenue Garage                                                ***        03/11/19
*** AERMET - VERSION  18081 ***   *** CO 1-Hour Screening                                                         ***        13:41:12
                                                                                                                            PAGE   2
*** MODELOPTs:    NonDFAULT  CONC  FLAT  FLGPOL  NOCHKD  SCREEN  NODRYDPLT  NOWETDPLT  URBAN

                                        *** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
                                                    (1=YES; 0=NO)

          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

              NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                    *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
                                                    (METERS/SEC)

                                                1.54,   3.09,   5.14,   8.23,  10.80,
*** AERMOD - VERSION  18081 ***   *** 267 Old Colony Avenue Garage                                                ***        03/11/19
*** AERMET - VERSION  18081 ***   *** CO 1-Hour Screening                                                         ***        13:41:12
                                                                                                                            PAGE   3
*** MODELOPTs:    NonDFAULT  CONC  FLAT  FLGPOL  NOCHKD  SCREEN  NODRYDPLT  NOWETDPLT  URBAN

                                      *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

  Surface file:   Urban.sfc                                                                    Met Version:  18081
  Profile file:   Urban.PFL
  Surface format: FREE
  Profile format: FREE
  Surface station no.:    11111                 Upper air station no.:    22222
                 Name: UNKNOWN                                 Name: UNKNOWN
                 Year:   2010                                  Year:   2010

First 24 hours of scalar data
YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
10 01 01   1 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   10.   10.0  255.2    2.0
10 01 02   2 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   20.   10.0  255.2    2.0
10 01 03   3 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   30.   10.0  255.2    2.0
10 01 04   4 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   40.   10.0  255.2    2.0
10 01 05   5 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   50.   10.0  255.2    2.0
10 01 06   6 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   60.   10.0  255.2    2.0
10 01 07   7 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   70.   10.0  255.2    2.0
10 01 08   8 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   80.   10.0  255.2    2.0
10 01 09   9 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50   90.   10.0  255.2    2.0
10 01 10  10 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  100.   10.0  255.2    2.0
10 01 11  11 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  110.   10.0  255.2    2.0
```

```
 10 01 12  12 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  120.   10.0  255.2    2.0
 10 01 13  13 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  130.   10.0  255.2    2.0
 10 01 14  14 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  140.   10.0  255.2    2.0
 10 01 15  15 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  150.   10.0  255.2    2.0
 10 01 16  16 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  160.   10.0  255.2    2.0
 10 01 17  17 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  170.   10.0  255.2    2.0
 10 01 18  18 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  180.   10.0  255.2    2.0
 10 01 19  19 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  190.   10.0  255.2    2.0
 10 01 20  20 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  200.   10.0  255.2    2.0
 10 01 21  21 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  210.   10.0  255.2    2.0
 10 01 22  22 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  220.   10.0  255.2    2.0
 10 01 23  23 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  230.   10.0  255.2    2.0
 10 01 24  24 01   -1.2  0.043 -9.000  0.020 -999.   21.      5.5  1.00   1.62   0.21    0.50  240.   10.0  255.2    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
 10 01 01 01   10.0 1   10.    0.50   255.3   99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
 *** AERMOD - VERSION  18081 ***   *** 267 Old Colony Avenue Garage                                          ***        03/11/19
 *** AERMET - VERSION  18081 ***   *** CO 1-Hour Screening                                                   ***        13:41:12
                                                                                                                      PAGE   4
 *** MODELOPTs:    NonDFAULT  CONC  FLAT  FLGPOL  NOCHKD  SCREEN  NODRYDPLT  NOWETDPLT  URBAN

                                          *** THE SUMMARY OF HIGHEST  1-HR RESULTS ***


                                    ** CONC OF CO       IN MICROGRAMS/M**3                        **

                                                    DATE                                                                  NETWORK
GROUP ID                          AVERAGE CONC     (YYMMDDHH)             RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS     231.98562  ON 10020402: AT (  330817.70,  4688564.60,     6.10,     6.10,    0.00)  DC
         HIGH   4TH HIGH VALUE IS     231.98562  ON 10021202: AT (  330817.70,  4688564.60,     6.10,     6.10,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
 *** AERMOD - VERSION  18081 ***   *** 267 Old Colony Avenue Garage                                          ***        03/11/19
 *** AERMET - VERSION  18081 ***   *** CO 1-Hour Screening                                                   ***        13:41:12
                                                                                                                      PAGE   5
 *** MODELOPTs:    NonDFAULT  CONC  FLAT  FLGPOL  NOCHKD  SCREEN  NODRYDPLT  NOWETDPLT  URBAN

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            1 Warning Message(s)
 A Total of            0 Informational Message(s)

 A Total of        18504 Hours Were Processed

 A Total of            0 Calm Hours Identified

 A Total of            0 Missing Hours Identified (  0.00 Percent)

    ******** FATAL ERROR MESSAGES ********
                ***  NONE  ***
```

INDOOR GARAGE ANALYSIS PROGRAM

PROJECT: 267 OLD COLONY GARAGE PEAK PM HOUR - YEAR: 2025

DISTANCE IN:	81 METERS
DISTANCE OUT:	81 METERS
NUMBER OF EXIT LANES:	1 LANE(S)
PEAK VOLUME:	32 VEH/HOUR
CO RATE:	3.045 GRAMS CO/MILE
SPEED IN GARAGE:	5.0 M.P.H.
VENT CFM:	10,900 CFM

TOTAL CO EMISSIONS = 0.082 GRAMS/MIN = 0.0014 GRAMS/SEC
TOTAL VENTILATION = 308 CU. M/MIN

PEAK 1-HOUR CO CONCENTRATION FROM VEHICLES: 0.23 PPM

MOVES2014B OUTPUT

Zone ID	Road Type ID	Link Length (miles)	Link Volume (Vehicles/Hr)	Link Avg Speed (Miles/Hr)	Pollutant	Emission Factor (Grams/veh-mi)
250250	5	0.050189394	17	5	CO	3.04536
250250	5	0.050189394	32	5	CO	3.04536

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/11/2019 at 11:28:26

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD AMPEAK

DATE: 03/11/ 0
TIME: 11:28:26

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

SITE & METEOROLOGICAL VARIABLES
———————————

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES
——————

LINK DESCRIPTION	*	LINK COORDINATES (M)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(M)	(DEG)		(G/M)	(M)	(M)			(VEH)
1. FREE DORCHESTER N	*	330527.5	********	330523.0	********	*	223.	359.	AG	665.	2.0	0.0	10.0		
2. FREE BOSTON NE	*	330530.2	********	330654.7	********	*	148.	57.	AG	720.	2.0	0.0	10.0		
3. FREE BOSTON NE	*	330654.7	********	330720.7	********	*	77.	59.	AG	720.	2.0	0.0	10.0		
4. FREE BOSTON NE	*	330720.7	********	330759.0	********	*	46.	56.	AG	720.	2.0	0.0	10.0		
5. FREE BOSTON NE	*	330759.0	********	330821.5	********	*	82.	50.	AG	720.	2.0	0.0	10.0		
6. FREE PREBLE E	*	330531.9	********	330653.8	********	*	125.	103.	AG	668.	2.0	0.0	10.0		
7. FREE PREBLE E	*	330653.8	********	330712.2	********	*	59.	96.	AG	668.	2.0	0.0	10.0		
8. FREE PREBLE E	*	330712.2	********	330868.2	********	*	156.	89.	AG	668.	2.0	0.0	10.0		
9. FREE DORCHESTER S	*	330526.5	********	330528.9	********	*	288.	180.	AG	501.	2.0	0.0	10.0		
10. FREE BOSTON SW	*	330513.6	********	330457.6	********	*	141.	203.	AG	638.	2.0	0.0	10.0		
11. FREE BOSTON SW	*	330457.6	********	330416.3	********	*	121.	200.	AG	638.	2.0	0.0	10.0		
12. FREE SOUTHAMPTON W	*	330520.6	********	330224.6	********	*	306.	285.	AG	1374.	2.0	0.0	10.0		
13. QUEUE DORCHESTER SB	*	330523.4	********	330524.1	********	*	150.	0.	AG	13.	100.0	0.0	6.0	1.38	25.0
14. QUEUE BOSTON SWB	*	330539.9	********	330822.6	********	*	344.	55.	AG	13.	100.0	0.0	7.0	1.81	57.4
15. QUEUE BOSTON SWB	*	330575.9	********	330866.6	********	*	344.	58.	AG	13.	100.0	0.0	7.0	1.81	57.4
16. QUEUE PREBLE WB	*	330544.0	********	330763.1	********	*	225.	103.	AG	13.	100.0	0.0	6.0	1.38	37.4
17. QUEUE PREBLE WB	*	330635.4	********	330854.5	********	*	225.	103.	AG	13.	100.0	0.0	6.0	1.38	37.4
18. QUEUE PREBLE WB	*	330650.9	********	330874.5	********	*	225.	95.	AG	13.	100.0	0.0	6.0	1.38	37.4
19. QUEUE PREBLE WB	*	330683.0	********	330907.4	********	*	225.	92.	AG	13.	100.0	0.0	6.0	1.38	37.4
20. QUEUE DORCHESTER NB	*	330531.2	********	330533.6	********	*	317.	180.	AG	13.	100.0	0.0	6.0	1.85	52.8
21. QUEUE BOSTON NEB	*	330511.4	********	330494.2	********	*	40.	205.	AG	12.	100.0	0.0	6.0	0.84	6.7
22. QUEUE BOSTON NEB	*	330488.5	********	330472.3	********	*	40.	204.	AG	12.	100.0	0.0	6.0	0.84	6.7
23. QUEUE BOSTON NEB	*	330464.4	********	330450.9	********	*	40.	199.	AG	12.	100.0	0.0	6.0	0.84	6.7
24. QUEUE BOSTON NEB	*	330454.3	********	330440.4	********	*	40.	200.	AG	12.	100.0	0.0	6.0	0.84	6.7
25. QUEUE SOUTHAMPTON LE	*	330503.6	********	329836.8	********	*	694.	286.	AG	7.	100.0	0.0	3.0	****	115.6
26. QUEUE SOUTHAMPTON TRE	*	330502.7	********	329892.0	********	*	634.	286.	AG	7.	100.0	0.0	3.0	4.35	105.6

ADDITIONAL QUEUE LINK PARAMETERS
————————————————

LINK DESCRIPTION	*	CYCLE	RED	CLEARANCE	APPROACH	SATURATION	IDLE	SIGNAL	ARRIVAL

	* LENGTH	TIME	LOST TIME	VOL	FLOW RATE	EMFAC	TYPE	RATE
	* (SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
13. QUEUE DORCHESTER SB	* 150	122	7.0	265	764	2.94	2	3
14. QUEUE BOSTON SWB	* 150	127	7.0	416	1241	2.94	2	3
15. QUEUE BOSTON SWB	* 150	127	7.0	416	1241	2.94	2	3
16. QUEUE PREBLE WB	* 150	126	6.0	398	1351	2.94	2	3
17. QUEUE PREBLE WB	* 150	126	6.0	398	1351	2.94	2	3
18. QUEUE PREBLE WB	* 150	126	6.0	398	1351	2.94	2	3
19. QUEUE PREBLE WB	* 150	126	6.0	398	1351	2.94	2	3
20. QUEUE DORCHESTER NB	* 150	122	7.0	374	802	2.94	2	3
21. QUEUE BOSTON NEB	* 150	117	7.0	393	1450	2.94	2	3
22. QUEUE BOSTON NEB	* 150	117	7.0	393	1450	2.94	2	3
23. QUEUE BOSTON NEB	* 150	117	7.0	393	1450	2.94	2	3
24. QUEUE BOSTON NEB	* 150	117	7.0	393	1450	2.94	2	3
25. QUEUE SOUTHAMPTON LE	* 150	139	4.0	202	346	2.94	2	3
26. QUEUE SOUTHAMPTON TRE	* 150	139	4.0	235	1620	2.94	2	3

RECEPTOR LOCATIONS

RECEPTOR	* COORDINATES (M) X	Y	Z
1.	* 330546.6	********	1.8 *
2.	* 330567.7	********	1.8 *
3.	* 330588.7	********	1.8 *
4.	* 330609.7	********	1.8 *
5.	* 330630.7	********	1.8 *
6.	* 330650.3	********	1.8 *
7.	* 330671.8	********	1.8 *
8.	* 330693.3	********	1.8 *
9.	* 330714.8	********	1.8 *
10.	* 330716.2	********	1.8 *
11.	* 330736.9	********	1.8 *
12.	* 330753.9	********	1.8 *
13.	* 330773.0	********	1.8 *
14.	* 330792.2	********	1.8 *
15.	* 330811.4	********	1.8 *
16.	* 330827.0	********	1.8 *
17.	* 330807.8	********	1.8 *
18.	* 330788.7	********	1.8 *
19.	* 330769.5	********	1.8 *
20.	* 330763.8	********	1.8 *
21.	* 330743.0	********	1.8 *
22.	* 330725.1	********	1.8 *
23.	* 330703.6	********	1.8 *
24.	* 330682.1	********	1.8 *
25.	* 330660.6	********	1.8 *
26.	* 330659.2	********	1.8 *
27.	* 330638.2	********	1.8 *
28.	* 330617.1	********	1.8 *
29.	* 330596.1	********	1.8 *
30.	* 330575.1	********	1.8 *
31.	* 330554.1	********	1.8 *

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
32.	330518.5	********	1.8
33.	330518.0	********	1.8
34.	330517.5	********	1.8
35.	330517.0	********	1.8
36.	330516.5	********	1.8
37.	330516.0	********	1.8
38.	330515.5	********	1.8
39.	330515.0	********	1.8
40.	330531.5	********	1.8
41.	330532.0	********	1.8
42.	330532.5	********	1.8
43.	330533.0	********	1.8
44.	330533.5	********	1.8
45.	330534.0	********	1.8
46.	330534.5	********	1.8
47.	330535.0	********	1.8
48.	330533.8	********	1.8
49.	330558.2	********	1.8
50.	330582.6	********	1.8
51.	330606.9	********	1.8
52.	330631.3	********	1.8
53.	330655.2	********	1.8
54.	330680.0	********	1.8
55.	330704.9	********	1.8
56.	330712.5	********	1.8
57.	330737.5	********	1.8
58.	330762.5	********	1.8
59.	330787.5	********	1.8
60.	330812.5	********	1.8
61.	330837.5	********	1.8
62.	330862.5	********	1.8
63.	330868.4	********	1.8
64.	330843.4	********	1.8
65.	330818.4	********	1.8
66.	330793.4	********	1.8
67.	330768.5	********	1.8
68.	330743.5	********	1.8
69.	330718.5	********	1.8
70.	330711.3	********	1.8
71.	330686.4	********	1.8
72.	330661.6	********	1.8
73.	330651.9	********	1.8
74.	330627.5	********	1.8
75.	330603.2	********	1.8
76.	330578.8	********	1.8
77.	330554.4	********	1.8
78.	330535.2	********	1.8
79.	330535.4	********	1.8
80.	330535.6	********	1.8
81.	330535.8	********	1.8

DATE: 03/11/ 0
TIME: 11:28:26

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
82.	330536.0	*******	1.8
83.	330536.2	*******	1.8
84.	330536.5	*******	1.8
85.	330536.7	*******	1.8
86.	330536.9	*******	1.8
87.	330537.1	*******	1.8
88.	330537.3	*******	1.8
89.	330520.4	*******	1.8
90.	330520.2	*******	1.8
91.	330520.0	*******	1.8
92.	330519.8	*******	1.8
93.	330519.6	*******	1.8
94.	330519.4	*******	1.8
95.	330519.2	*******	1.8
96.	330518.9	*******	1.8
97.	330518.7	*******	1.8
98.	330518.5	*******	1.8
99.	330518.3	*******	1.8
100.	330518.1	*******	1.8
101.	330518.4	*******	1.8
102.	330494.2	*******	1.8
103.	330470.1	*******	1.8
104.	330445.9	*******	1.8
105.	330421.8	*******	1.8
106.	330397.6	*******	1.8
107.	330373.5	*******	1.8
108.	330349.3	*******	1.8
109.	330325.2	*******	1.8
110.	330301.0	*******	1.8
111.	330276.8	*******	1.8
112.	330252.7	*******	1.8
113.	330228.5	*******	1.8
114.	330226.8	*******	1.8
115.	330250.9	*******	1.8
116.	330275.1	*******	1.8
117.	330299.2	*******	1.8
118.	330323.4	*******	1.8
119.	330347.6	*******	1.8
120.	330371.7	*******	1.8
121.	330395.9	*******	1.8
122.	330420.0	*******	1.8
123.	330444.2	*******	1.8
124.	330468.3	*******	1.8
125.	330492.5	*******	1.8
126.	330516.7	*******	1.8
127.	330521.4	*******	1.8
128.	330511.5	*******	1.8
129.	330501.5	*******	1.8
130.	330491.6	*******	1.8

131. * 330481.7 ******** 1.8 *

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
132.	*	330471.8	********	1.8	*
133.	*	330465.5	********	1.8	*
134.	*	330456.9	********	1.8	*
135.	*	330448.4	********	1.8	*
136.	*	330439.8	********	1.8	*
137.	*	330431.3	********	1.8	*
138.	*	330408.3	********	1.8	*
139.	*	330416.9	********	1.8	*
140.	*	330425.4	********	1.8	*
141.	*	330434.0	********	1.8	*
142.	*	330442.5	********	1.8	*
143.	*	330449.8	********	1.8	*
144.	*	330459.7	********	1.8	*
145.	*	330469.7	********	1.8	*
146.	*	330479.6	********	1.8	*
147.	*	330489.5	********	1.8	*
148.	*	330499.4	********	1.8	*
149.	*	330535.9	********	1.8	*
150.	*	330502.4	********	1.8	*
151.	*	330537.5	********	1.8	*

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.-350.

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	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10.	* 0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
20.	* 0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
30.	* 0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1
40.	* 0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
50.	* 0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
60.	* 0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
70.	* 0.2	0.3	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
80.	* 0.2	0.2	0.3	0.2	0.2	0.3	0.2	0.1	0.1	0.1	0.1	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0

90. * 0.2 0.2 0.3 0.2 0.2 0.3 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.1 0.2 0.3 0.3 0.3 0.2 0.1 0.2 0.1 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.1 0.2 0.3 0.3 0.3 0.1 0.1 0.2 0.2 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.0 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0
290. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.1 0.2 0.1 0.1 0.2 0.2 0.1 0.0 0.1 0.1
DEGR * 70 70 80 210 210 80 80 60 210 220 20 70 0 0 200 250 250 0 30 30

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 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 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.1
DEGR * 0 260 0 0 30 40 250 260 30 30 30 10 20 20 0 160 160 160 160 190

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.1 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 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.1 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.0 0.0 0.0 0.0

130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.1 0.0 0.0 0.1
DEGR * 190 200 200 0 340 340 340 0 0 0 0 0 110 110 110 110 110 0 0 250

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.1 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0
90. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
230. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
240. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.1 0.2 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0
290. * 0.0 0.0 0.2 0.2 0.3 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0
300. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0
310. * 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0
320. * 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
330. * 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
---*---
MAX * 0.0 0.1 0.2 0.2 0.3 0.1 0.2 0.2 0.3 0.3 0.1 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1
DEGR * 0 250 290 270 290 50 70 130 70 70 80 0 300 300 0 0 80 180 0 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: 0-350.

WIND *CONCENTRATION
ANGLE* (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
---*---
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
----*----------
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
DEGR * 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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: 0-350.

WIND *CONCENTRATION
ANGLE* (PPM)
(DEGR)* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120
----*----------
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
90. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1

190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
210. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
220. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 0 0 0 0 0 0 0 0 0 0 0 0 0 0 100 100 100 100 100 100 100 100

MODEL RESULTS

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

WIND ANGLE RANGE: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
----*----------
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
DEGR * 100 110 110 110 120 170 160 230 0 0 0 0 0 0 0 0 0 0 0 0 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.-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
----*----------
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
80. * 0.0 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 0.0
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.0 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 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 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 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
----*----------
MAX * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
DEGR * 0 0 0 0 0 0 0 0 300 340 0 280

THE HIGHEST CONCENTRATION OF 0.30 PPM OCCURRED AT RECEPTOR REC2.

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD AM PEAK

DATE: 03/11/ 0
TIME: 11:28:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK #* 70 70 80 210 210 80 80 60 210 220 20 70 0 0 200 250 250 0 30 30
----*----------
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD AMPEAK

DATE: 03/11/ 0
TIME: 11:28:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
LINK#* 0 260 0 0 30 40 250 260 30 30 30 10 20 20 0 160 160 160 160 190
----*----------

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD AMPEAK

DATE: 03/11/ 0
TIME: 11:28:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
LINK#* 190 200 200 0 340 340 340 0 0 0 0 0 110 110 110 110 110 0 0 250
----*----------

1 * 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD AM PEAK

DATE: 03/11/ 0
TIME: 11:28:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK #* 0 250 290 270 290 50 70 130 70 70 80 0 300 300 0 0 80 180 0 0
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

18 * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
LINK #* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120
LINK#* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 100 100 100 100 100 100 100
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
LINK#* 100 110 110 110 120 170 160 230 0 0 0 0 0 0 0 0 0 0 0 0
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

PAGE 21

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD AM PEAK

DATE: 03/11/ 0
TIME: 11:28:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
LINK #* 0 0 0 0 0 0 0 300 340 0 280
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/08/2019 at 15:42:26

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:42:26

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

SITE & METEOROLOGICAL VARIABLES
———————————

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES
——————

LINK DESCRIPTION	*	LINK COORDINATES (M)			*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(M)	(DEG)		(G/M)	(M)	(M)		(VEH)
1. FREE DORCHESTER N	*	330527.5	********	330523.0	********	*	223.	359.	AG	887.	2.0	0.0	1	0.0
2. FREE BOSTON NE	*	330530.2	********	330654.7	********	*	148.	57.	AG	816.	2.0	0.0	1	0.0
3. FREE BOSTON NE	*	330654.7	********	330720.7	********	*	77.	59.	AG	816.	2.0	0.0	1	0.0
4. FREE BOSTON NE	*	330720.7	********	330759.0	********	*	46.	56.	AG	816.	2.0	0.0	1	0.0
5. FREE BOSTON NE	*	330759.0	********	330821.5	********	*	82.	50.	AG	816.	2.0	0.0	1	0.0
6. FREE PREBLE E	*	330531.9	********	330653.8	********	*	125.	103.	AG	774.	2.0	0.0	1	0.0
7. FREE PREBLE E	*	330653.8	********	330712.2	********	*	59.	96.	AG	774.	2.0	0.0	1	0.0
8. FREE PREBLE E	*	330712.2	********	330868.2	********	*	156.	89.	AG	774.	2.0	0.0	1	0.0
9. FREE DORCHESTER S	*	330526.5	********	330528.9	********	*	288.	180.	AG	669.	2.0	0.0	1	0.0
10. FREE BOSTON SW	*	330513.6	********	330457.6	********	*	141.	203.	AG	868.	2.0	0.0	1	0.0
11. FREE BOSTON SW	*	330457.6	********	330416.3	********	*	121.	200.	AG	868.	2.0	0.0	1	0.0
12. FREE SOUTHAMPTON W	*	330520.6	********	330224.6	********	*	306.	285.	AG	1526.	2.0	0.0	1	0.0
13. QUEUE DORCHESTER SB	*	330523.4	********	330524.9	********	*	348.	0.	AG	12.	100.0	0.0	6.0	1.76 58.0
14. QUEUE BOSTON SWB	*	330539.9	********	330812.2	********	*	332.	55.	AG	13.	100.0	0.0	7.0	1.68 55.3
15. QUEUE BOSTON SWB	*	330575.9	********	330855.9	********	*	332.	58.	AG	13.	100.0	0.0	7.0	1.68 55.3
16. QUEUE PREBLE WB	*	330544.0	********	330884.9	********	*	349.	103.	AG	13.	100.0	0.0	6.0	2.22 58.2
17. QUEUE PREBLE WB	*	330635.4	********	330976.2	********	*	349.	103.	AG	13.	100.0	0.0	6.0	2.22 58.2
18. QUEUE PREBLE WB	*	330650.9	********	330998.8	********	*	349.	95.	AG	13.	100.0	0.0	6.0	2.22 58.2
19. QUEUE PREBLE WB	*	330683.0	********	331032.1	********	*	349.	92.	AG	13.	100.0	0.0	6.0	2.22 58.2
20. QUEUE DORCHESTER NB	*	330531.2	********	330533.3	********	*	272.	180.	AG	12.	100.0	0.0	6.0	1.72 45.4
21. QUEUE BOSTON NEB	*	330511.4	********	330816.0	********	*	458.	205.	AG	13.	100.0	0.0	6.0	2.12 76.3
22. QUEUE BOSTON NEB	*	330488.5	********	330804.9	********	*	458.	204.	AG	13.	100.0	0.0	6.0	2.12 76.3
23. QUEUE BOSTON NEB	*	330464.4	********	330811.7	********	*	458.	200.	AG	13.	100.0	0.0	6.0	2.12 76.3
24. QUEUE BOSTON NEB	*	330454.3	********	330296.9	********	*	458.	200.	AG	13.	100.0	0.0	6.0	2.12 76.3
25. QUEUE SOUTHAMPTON LE	*	330503.6	********	329542.3	********	*	1000.	286.	AG	7.	100.0	0.0	3.0	**** 166.7
26. QUEUE SOUTHAMPTON TRE	*	330502.7	********	329460.7	********	*	1081.	286.	AG	7.	100.0	0.0	3.0	6.11 180.2

PAGE 2
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:42:26

ADDITIONAL QUEUE LINK PARAMETERS
————————————

LINK DESCRIPTION	*	CYCLE	RED	CLEARANCE	APPROACH	SATURATION	IDLE	SIGNAL	ARRIVAL
	*	LENGTH	TIME	LOST TIME	VOL	FLOWRATE	EMFAC	TYPE	RATE
	*	(SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
13. QUEUE DORCHESTER SB	*	130	103	7.0	444	910	2.94	2	3
14. QUEUE BOSTON SWB	*	130	108	7.0	446	1338	2.94	2	3
15. QUEUE BOSTON SWB	*	130	108	7.0	446	1338	2.94	2	3
16. QUEUE PREBLE WB	*	130	110	6.0	357	872	2.94	2	3
17. QUEUE PREBLE WB	*	130	110	6.0	357	872	2.94	2	3
18. QUEUE PREBLE WB	*	130	110	6.0	357	872	2.94	2	3
19. QUEUE PREBLE WB	*	130	110	6.0	357	872	2.94	2	3
20. QUEUE DORCHESTER NB	*	130	103	7.0	354	748	2.94	2	3
21. QUEUE BOSTON NEB	*	130	111	7.0	489	1506	2.94	2	3
22. QUEUE BOSTON NEB	*	130	111	7.0	489	1506	2.94	2	3
23. QUEUE BOSTON NEB	*	130	111	7.0	489	1506	2.94	2	3
24. QUEUE BOSTON NEB	*	130	111	7.0	489	1506	2.94	2	3
25. QUEUE SOUTHAMPTON LE	*	130	119	4.0	301	463	2.94	2	3
26. QUEUE SOUTHAMPTON TRE	*	130	119	4.0	379	1621	2.94	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330546.6	********	1.8	*
2.	*	330567.7	********	1.8	*
3.	*	330588.7	********	1.8	*
4.	*	330609.7	********	1.8	*
5.	*	330630.7	********	1.8	*
6.	*	330650.3	********	1.8	*
7.	*	330671.8	********	1.8	*
8.	*	330693.3	********	1.8	*
9.	*	330714.8	********	1.8	*
10.	*	330716.2	********	1.8	*
11.	*	330736.9	********	1.8	*
12.	*	330753.9	********	1.8	*
13.	*	330773.0	********	1.8	*
14.	*	330792.2	********	1.8	*
15.	*	330811.4	********	1.8	*
16.	*	330827.0	********	1.8	*
17.	*	330807.8	********	1.8	*
18.	*	330788.7	********	1.8	*
19.	*	330769.5	********	1.8	*
20.	*	330763.8	********	1.8	*
21.	*	330743.0	********	1.8	*
22.	*	330725.1	********	1.8	*
23.	*	330703.6	********	1.8	*
24.	*	330682.1	********	1.8	*
25.	*	330660.6	********	1.8	*
26.	*	330659.2	********	1.8	*
27.	*	330638.2	********	1.8	*
28.	*	330617.1	********	1.8	*
29.	*	330596.1	********	1.8	*
30.	*	330575.1	********	1.8	*
31.	*	330554.1	********	1.8	*

DATE: 03/08/ 0
TIME: 15:42:26

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
32.	330518.5	*******	1.8
33.	330518.0	*******	1.8
34.	330517.5	*******	1.8
35.	330517.0	*******	1.8
36.	330516.5	*******	1.8
37.	330516.0	*******	1.8
38.	330515.5	*******	1.8
39.	330515.0	*******	1.8
40.	330531.5	*******	1.8
41.	330532.0	*******	1.8
42.	330532.5	*******	1.8
43.	330533.0	*******	1.8
44.	330533.5	*******	1.8
45.	330534.0	*******	1.8
46.	330534.5	*******	1.8
47.	330535.0	*******	1.8
48.	330533.8	*******	1.8
49.	330558.2	*******	1.8
50.	330582.6	*******	1.8
51.	330606.9	*******	1.8
52.	330631.3	*******	1.8
53.	330655.2	*******	1.8
54.	330680.0	*******	1.8
55.	330704.9	*******	1.8
56.	330712.5	*******	1.8
57.	330737.5	*******	1.8
58.	330762.5	*******	1.8
59.	330787.5	*******	1.8
60.	330812.5	*******	1.8
61.	330837.5	*******	1.8
62.	330862.5	*******	1.8
63.	330868.4	*******	1.8
64.	330843.4	*******	1.8
65.	330818.4	*******	1.8
66.	330793.4	*******	1.8
67.	330768.5	*******	1.8
68.	330743.5	*******	1.8
69.	330718.5	*******	1.8
70.	330711.3	*******	1.8
71.	330686.4	*******	1.8
72.	330661.6	*******	1.8
73.	330651.9	*******	1.8
74.	330627.5	*******	1.8
75.	330603.2	*******	1.8
76.	330578.8	*******	1.8
77.	330554.4	*******	1.8
78.	330535.2	*******	1.8
79.	330535.4	*******	1.8
80.	330535.6	*******	1.8
81.	330535.8	*******	1.8

DATE: 03/08/ 0
TIME: 15:42:26

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
82.	330536.0	********	1.8
83.	330536.2	********	1.8
84.	330536.5	********	1.8
85.	330536.7	********	1.8
86.	330536.9	********	1.8
87.	330537.1	********	1.8
88.	330537.3	********	1.8
89.	330520.4	********	1.8
90.	330520.2	********	1.8
91.	330520.0	********	1.8
92.	330519.8	********	1.8
93.	330519.6	********	1.8
94.	330519.4	********	1.8
95.	330519.2	********	1.8
96.	330518.9	********	1.8
97.	330518.7	********	1.8
98.	330518.5	********	1.8
99.	330518.3	********	1.8
100.	330518.1	********	1.8
101.	330518.4	********	1.8
102.	330494.2	********	1.8
103.	330470.1	********	1.8
104.	330445.9	********	1.8
105.	330421.8	********	1.8
106.	330397.6	********	1.8
107.	330373.5	********	1.8
108.	330349.3	********	1.8
109.	330325.2	********	1.8
110.	330301.0	********	1.8
111.	330276.8	********	1.8
112.	330252.7	********	1.8
113.	330228.5	********	1.8
114.	330226.8	********	1.8
115.	330250.9	********	1.8
116.	330275.1	********	1.8
117.	330299.2	********	1.8
118.	330323.4	********	1.8
119.	330347.6	********	1.8
120.	330371.7	********	1.8
121.	330395.9	********	1.8
122.	330420.0	********	1.8
123.	330444.2	********	1.8
124.	330468.3	********	1.8
125.	330492.5	********	1.8
126.	330516.7	********	1.8
127.	330521.4	********	1.8
128.	330511.5	********	1.8

129.	*	330501.5	********	1.8 *
130.	*	330491.6	********	1.8 *
131.	*	330481.7	********	1.8 *

DATE: 03/08/ 0
TIME: 15:42:26

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
132.	*	330471.8	********	1.8	*
133.	*	330465.5	********	1.8	*
134.	*	330456.9	********	1.8	*
135.	*	330448.4	********	1.8	*
136.	*	330439.8	********	1.8	*
137.	*	330431.3	********	1.8	*
138.	*	330408.3	********	1.8	*
139.	*	330416.9	********	1.8	*
140.	*	330425.4	********	1.8	*
141.	*	330434.0	********	1.8	*
142.	*	330442.5	********	1.8	*
143.	*	330449.8	********	1.8	*
144.	*	330459.7	********	1.8	*
145.	*	330469.7	********	1.8	*
146.	*	330479.6	********	1.8	*
147.	*	330489.5	********	1.8	*
148.	*	330499.4	********	1.8	*
149.	*	330535.9	********	1.8	*
150.	*	330502.4	********	1.8	*
151.	*	330537.5	********	1.8	*

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: 0-350.

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	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
20.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1
30.	*	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1
40.	*	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.1

```
 50. *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.0  0.1  0.0  0.0  0.0  0.0
 60. *  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.0  0.1  0.0  0.0  0.0  0.0
 70. *  0.2  0.3  0.3  0.2  0.2  0.3  0.2  0.2  0.2  0.2  0.1  0.2  0.2  0.1  0.0  0.1  0.0  0.0  0.0  0.0
 80. *  0.2  0.2  0.3  0.3  0.2  0.3  0.3  0.2  0.2  0.2  0.1  0.2  0.2  0.1  0.0  0.0  0.0  0.0  0.0  0.0
 90. *  0.2  0.2  0.3  0.2  0.1  0.2  0.2  0.1  0.2  0.2  0.1  0.2  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0
100. *  0.1  0.2  0.3  0.2  0.1  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
110. *  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
120. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
130. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
140. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
150. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
160. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
180. *  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
190. *  0.0  0.2  0.2  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.2  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0
200. *  0.0  0.2  0.3  0.2  0.2  0.2  0.1  0.2  0.2  0.2  0.1  0.2  0.0  0.1  0.2  0.0  0.0  0.0  0.0  0.0
210. *  0.0  0.2  0.2  0.3  0.3  0.3  0.2  0.3  0.2  0.2  0.1  0.2  0.1  0.2  0.2  0.0  0.0  0.0  0.0  0.0
220. *  0.0  0.2  0.2  0.3  0.3  0.3  0.2  0.3  0.3  0.3  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0
230. *  0.0  0.1  0.1  0.3  0.3  0.3  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0
240. *  0.0  0.0  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.1  0.2  0.1  0.0  0.0  0.0
250. *  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.0  0.0  0.0
260. *  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.2  0.2  0.0  0.0  0.1
270. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.2  0.2  0.0  0.0  0.1
280. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.1
290. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
300. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
330. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
340. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
350. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
-----*--------------------------------------------------------------------------------------------------
MAX  *  0.2  0.3  0.3  0.3  0.3  0.3  0.3  0.3  0.3  0.3  0.3  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.1
DEGR *  70   70   70   80  210   70   80  210  220  220   50   50   70  210  200  240  250   10   10   10
```


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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
-----*--------------------------------------------------------------------------------------------------
  0. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10. *  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
 20. *  0.0  0.1  0.0  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.0  0.0
 30. *  0.0  0.1  0.0  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0
 40. *  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0
 50. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0
 60. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
```

```
 70. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 80. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  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  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
100. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
110. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
120. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
130. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
140. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
150. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
160. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
180. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1
190. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1
200. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1
210. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1
220. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1
230. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1
240. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
250. *  0.0  0.1  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
260. *  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
270. *  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
280. *  0.0  0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
290. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  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  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
330. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
340. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
350. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
____*_____________________________________________________________________
MAX. *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
DEGR.*   0   20  260   10   20   20  250   20   10   10   10   10   20   10   10   10   10   20   40  180
```


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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
____*_____________________________________________________________________
  0. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 30. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 40. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 50. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 60. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 70. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 80. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  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 0.0 0.0 0.0 0.0 0.0 0.0 0.1 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 0.0 0.0 0.0 0.0 0.1 0.1 0.3 0.2 0.1 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.2 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1 0.1 0.4 0.1 0.2 0.3 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.2 0.0 0.0 0.1 0.1
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.0 0.1 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.0 0.0 0.1 0.1 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 0.2 0.1 0.0 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 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.4 0.2 0.2 0.3 0.2 0.1 0.1 0.1
DEGR * 180 190 190 190 190 190 200 270 120 120 120 120 120 110 110 100 100 100 110 110

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.1 0.3 0.3 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0
70. * 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.1 0.3 0.3 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0
80. * 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.3 0.3 0.2 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0
90. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

110. * 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
220. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
230. * 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
240. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.0 0.0 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 0.1 0.2 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.2 0.2 0.3 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0
290. * 0.0 0.0 0.2 0.2 0.3 0.2 0.2 0.0 0.2 0.2 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0
300. * 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.0 0.2 0.3 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0
310. * 0.0 0.0 0.1 0.2 0.1 0.2 0.2 0.0 0.2 0.3 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0
320. * 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1
330. * 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
----*----------
MAX * 0.1 0.1 0.2 0.2 0.3 0.2 0.2 0.2 0.3 0.3 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2
DEGR * 230 230 280 270 280 50 60 110 60 60 80 60 60 300 60 60 60 190 190 190

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
----*----------
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
340. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
---*---
MAX * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2
DEGR * 190 200 200 340 340 340 340 340 10 10 10 10 10 20 20 160 160 160 160 280

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120
---*---
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
90. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1

150. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
160. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
170. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
200. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
210. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
220. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
270. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 0 0 0 0 0 0 0 0 0 0 0 0 0 0 100 100 100 100 100 100 100

MODEL RESULTS

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

WIND ANGLE RANGE: 0-350.

WIND *CONCENTRATION
ANGLE* (PPM)
(DEGR)* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.2 0.2 0.2 0.3 0.3 0.0 0.2 0.2 0.2 0.2 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.2 0.2 0.2 0.3 0.0 0.0 0.2 0.2 0.2 0.1 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.3 0.3
40. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.3 0.3
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.3 0.3
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
90. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
160. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1

170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.3
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
200. * 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.3 0.3 0.1 0.1 0.2 0.2 0.1
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.2 0.2 0.4 0.4 0.3 0.2 0.1 0.2 0.1 0.1
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.2 0.4 0.2 0.2 0.2 0.1 0.2 0.1 0.1
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.2 0.2 0.1 0.0 0.0 0.0
250. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.2 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.2 0.2 0.2 0.2 0.2 0.0 0.2 0.2 0.2 0.1 0.0 0.0
----*----------
MAX * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.3 0.2 0.2 0.3 0.3 0.3
DEGR * 100 100 110 110 120 200 0 210 0 220 230 0 210 220 210 0 0 30 30 30

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
----*----------
0. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
10. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
20. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
30. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.0
40. * 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.0
50. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0
60. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0
70. * 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0
80. * 0.0 0.1 0.0 0.1 0.1 0.1 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 0.1 0.0 0.0
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0
160. * 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0
170. * 0.1 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0
180. * 0.2 0.2 0.2 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0

190. * 0.2 0.2 0.2 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0
200. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
220. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 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 0.0
270. * 0.0 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 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
----*----------
MAX * 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 40 70 180 30 30 40 50 0 80 0 280

THE HIGHEST CONCENTRATION OF 0.40 PPM OCCURRED AT RECEPTOR REC53.

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:42:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#* 70 70 70 80 210 70 80 210 220 220 50 50 70 210 200 240 250 10 10 10
----*----------
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
LINK #* 0 20 260 10 20 20 250 20 10 10 10 10 20 10 10 10 10 20 40 180
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)

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    *  ANGLE (DEGREES)
    * REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
LINK#*  180  190  190  190  190  190  200  270  120  120  120  120  120  110  110  100  100  100  110  110
-----*----------------------------------------------------------------------------------------------------
  1 *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0
 18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
 19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
 20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 21 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0

                                                    PAGE 17
 JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO        RUN: 2025 BUILD PM PEAK

 DATE: 03/08/ 0
 TIME: 15:42:26


 RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
 THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

    *  CO LINK (PPM)
    *  ANGLE (DEGREES)
    * REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK#*  230  230  280  270  280   50   60  110   60   60   80   60   60  300   60   60   60  190  190  190
-----*----------------------------------------------------------------------------------------------------
  1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100

LINK#	*	190	200	200	340	340	340	340	340	10	10	10	10	10	20	20	160	160	160	160	280
1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
10	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
11	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
13	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DATE: 03/08/ 0
TIME: 15:42:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120

LINK#*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100
1 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 *	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
13 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PAGE 20
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:42:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140

LINK#*	100	100	110	110	120	200	0	210	0	220	230	0	210	220	210	0	0	30	30	30
1 *	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
12 * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:42:26

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
LINK #* 40 70 180 30 30 40 50 0 80 0 280
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
11 * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

23 * 00 00 00 00 00 00 00 00 00 00 00 00
24 * 00 00 00 00 00 00 00 00 00 00 00 00
25 * 00 00 00 00 00 00 00 00 00 00 00 00
26 * 00 00 00 00 00 00 00 00 00 00 00 00

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
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Run Began on 3/08/2019 at 15:18:00.

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 NO BUILD AMPEAK

DATE: 03/08/ 0
TIME: 15:18:00

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 370. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(M)	(DEG)		(G/M)	(M)	(M)			(VEH)
1. FREE DORCHESTER N	*	330527.5	********	330523.0	********	*	223.	359.	AG	665.	2.0	0.0	10.0		
2. FREE BOSTON NE	*	330530.2	********	330654.7	********	*	148.	57.	AG	718.	2.0	0.0	10.0		
3. FREE BOSTON NE	*	330654.7	********	330720.7	********	*	77.	59.	AG	718.	2.0	0.0	10.0		
4. FREE BOSTON NE	*	330720.7	********	330759.0	********	*	46.	56.	AG	718.	2.0	0.0	10.0		
5. FREE BOSTON NE	*	330759.0	********	330821.5	********	*	82.	50.	AG	718.	2.0	0.0	10.0		
6. FREE PREBLE E	*	330531.9	********	330653.8	********	*	125.	103.	AG	664.	2.0	0.0	10.0		
7. FREE PREBLE E	*	330653.8	********	330712.2	********	*	59.	96.	AG	664.	2.0	0.0	10.0		
8. FREE PREBLE E	*	330712.2	********	330868.2	********	*	156.	89.	AG	664.	2.0	0.0	10.0		
9. FREE DORCHESTER S	*	330526.5	********	330528.9	********	*	288.	180.	AG	500.	2.0	0.0	10.0		
10. FREE BOSTON SW	*	330513.6	********	330457.6	********	*	141.	203.	AG	636.	2.0	0.0	10.0		
11. FREE BOSTON SW	*	330457.6	********	330416.3	********	*	121.	200.	AG	636.	2.0	0.0	10.0		
12. FREE SOUTHAMPTON W	*	330520.6	********	330224.6	********	*	306.	285.	AG	1371.	2.0	0.0	10.0		
13. QUEUE DORCHESTER SB	*	330523.4	********	330524.1	********	*	150.	0.	AG	13.	100.0	0.0	6.0	1.38	25.0
14. QUEUE BOSTON SWB	*	330539.9	********	330822.6	********	*	344.	55.	AG	13.	100.0	0.0	7.0	1.81	57.4
15. QUEUE BOSTON SWB	*	330575.9	********	330866.6	********	*	344.	58.	AG	13.	100.0	0.0	7.0	1.81	57.4
16. QUEUE PREBLE WB	*	330544.0	********	330756.7	********	*	218.	103.	AG	13.	100.0	0.0	6.0	1.37	36.3
17. QUEUE PREBLE WB	*	330635.4	********	330848.0	********	*	218.	103.	AG	13.	100.0	0.0	6.0	1.37	36.3
18. QUEUE PREBLE WB	*	330650.9	********	330867.9	********	*	218.	95.	AG	13.	100.0	0.0	6.0	1.37	36.3
19. QUEUE PREBLE WB	*	330683.0	********	330900.8	********	*	218.	92.	AG	13.	100.0	0.0	6.0	1.37	36.3
20. QUEUE DORCHESTER NB	*	330531.2	********	330533.6	********	*	317.	180.	AG	13.	100.0	0.0	6.0	1.85	52.8
21. QUEUE BOSTON NEB	*	330511.4	********	330494.2	********	*	40.	205.	AG	12.	100.0	0.0	6.0	0.84	6.7
22. QUEUE BOSTON NEB	*	330488.5	********	330472.3	********	*	40.	204.	AG	12.	100.0	0.0	6.0	0.84	6.7
23. QUEUE BOSTON NEB	*	330464.4	********	330450.9	********	*	40.	199.	AG	12.	100.0	0.0	6.0	0.84	6.7
24. QUEUE BOSTON NEB	*	330454.3	********	330440.4	********	*	40.	200.	AG	12.	100.0	0.0	6.0	0.84	6.7
25. QUEUE SOUTHAMPTON LE	*	330503.6	********	329840.2	********	*	690.	286.	AG	7.	100.0	0.0	3.0	****	115.0
26. QUEUE SOUTHAMPTON TRE	*	330502.7	********	329892.0	********	*	634.	286.	AG	7.	100.0	0.0	3.0	4.35	105.6

PAGE 2
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 NO BUILD AMPEAK

DATE: 03/08/ 0
TIME: 15:18:00

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH	RED TIME	CLEARANCE LOST TIME	APPROACH VOL	SATURATION FLOWRATE	IDLE EMFAC	SIGNAL TYPE	ARRIVAL RATE
	*	(SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
13. QUEUE DORCHESTER SB	*	150	122	7.0	265	765	2.94	2	3
14. QUEUE BOSTON SWB	*	150	127	7.0	416	1241	2.94	2	3
15. QUEUE BOSTON SWB	*	150	127	7.0	416	1241	2.94	2	3
16. QUEUE PREBLE WB	*	150	126	6.0	394	1359	2.94	2	3
17. QUEUE PREBLE WB	*	150	126	6.0	394	1359	2.94	2	3
18. QUEUE PREBLE WB	*	150	126	6.0	394	1359	2.94	2	3
19. QUEUE PREBLE WB	*	150	126	6.0	394	1359	2.94	2	3
20. QUEUE DORCHESTER NB	*	150	122	7.0	374	802	2.94	2	3
21. QUEUE BOSTON NEB	*	150	117	7.0	392	1450	2.94	2	3
22. QUEUE BOSTON NEB	*	150	117	7.0	392	1450	2.94	2	3
23. QUEUE BOSTON NEB	*	150	117	7.0	392	1450	2.94	2	3
24. QUEUE BOSTON NEB	*	150	117	7.0	392	1450	2.94	2	3
25. QUEUE SOUTHAMPTON LE	*	150	139	4.0	201	354	2.94	2	3
26. QUEUE SOUTHAMPTON TRE	*	150	139	4.0	235	1620	2.94	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330546.6	********	1.8	*
2.	*	330567.7	********	1.8	*
3.	*	330588.7	********	1.8	*
4.	*	330609.7	********	1.8	*
5.	*	330630.7	********	1.8	*
6.	*	330650.3	********	1.8	*
7.	*	330671.8	********	1.8	*
8.	*	330693.3	********	1.8	*
9.	*	330714.8	********	1.8	*
10.	*	330716.2	********	1.8	*
11.	*	330736.9	********	1.8	*
12.	*	330753.9	********	1.8	*
13.	*	330773.0	********	1.8	*
14.	*	330792.2	********	1.8	*
15.	*	330811.4	********	1.8	*
16.	*	330827.0	********	1.8	*
17.	*	330807.8	********	1.8	*
18.	*	330788.7	********	1.8	*
19.	*	330769.5	********	1.8	*
20.	*	330763.8	********	1.8	*
21.	*	330743.0	********	1.8	*
22.	*	330725.1	********	1.8	*
23.	*	330703.6	********	1.8	*
24.	*	330682.1	********	1.8	*
25.	*	330660.6	********	1.8	*
26.	*	330659.2	********	1.8	*
27.	*	330638.2	********	1.8	*
28.	*	330617.1	********	1.8	*
29.	*	330596.1	********	1.8	*
30.	*	330575.1	********	1.8	*
31.	*	330554.1	********	1.8	*

DATE: 03/08/ 0
TIME: 15:18:00

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
32.	330518.5	*******	1.8
33.	330518.0	*******	1.8
34.	330517.5	*******	1.8
35.	330517.0	*******	1.8
36.	330516.5	*******	1.8
37.	330516.0	*******	1.8
38.	330515.5	*******	1.8
39.	330515.0	*******	1.8
40.	330531.5	*******	1.8
41.	330532.0	*******	1.8
42.	330532.5	*******	1.8
43.	330533.0	*******	1.8
44.	330533.5	*******	1.8
45.	330534.0	*******	1.8
46.	330534.5	*******	1.8
47.	330535.0	*******	1.8
48.	330533.8	*******	1.8
49.	330558.2	*******	1.8
50.	330582.6	*******	1.8
51.	330606.9	*******	1.8
52.	330631.3	*******	1.8
53.	330655.2	*******	1.8
54.	330680.0	*******	1.8
55.	330704.9	*******	1.8
56.	330712.5	*******	1.8
57.	330737.5	*******	1.8
58.	330762.5	*******	1.8
59.	330787.5	*******	1.8
60.	330812.5	*******	1.8
61.	330837.5	*******	1.8
62.	330862.5	*******	1.8
63.	330868.4	*******	1.8
64.	330843.4	*******	1.8
65.	330818.4	*******	1.8
66.	330793.4	*******	1.8
67.	330768.5	*******	1.8
68.	330743.5	*******	1.8
69.	330718.5	*******	1.8
70.	330711.3	*******	1.8
71.	330686.4	*******	1.8
72.	330661.6	*******	1.8
73.	330651.9	*******	1.8
74.	330627.5	*******	1.8
75.	330603.2	*******	1.8
76.	330578.8	*******	1.8
77.	330554.4	*******	1.8
78.	330535.2	*******	1.8
79.	330535.4	*******	1.8
80.	330535.6	*******	1.8
81.	330535.8	*******	1.8

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
82.	330536.0	*******	1.8
83.	330536.2	*******	1.8
84.	330536.5	*******	1.8
85.	330536.7	*******	1.8
86.	330536.9	*******	1.8
87.	330537.1	*******	1.8
88.	330537.3	*******	1.8
89.	330520.4	*******	1.8
90.	330520.2	*******	1.8
91.	330520.0	*******	1.8
92.	330519.8	*******	1.8
93.	330519.6	*******	1.8
94.	330519.4	*******	1.8
95.	330519.2	*******	1.8
96.	330518.9	*******	1.8
97.	330518.7	*******	1.8
98.	330518.5	*******	1.8
99.	330518.3	*******	1.8
100.	330518.1	*******	1.8
101.	330518.4	*******	1.8
102.	330494.2	*******	1.8
103.	330470.1	*******	1.8
104.	330445.9	*******	1.8
105.	330421.8	*******	1.8
106.	330397.6	*******	1.8
107.	330373.5	*******	1.8
108.	330349.3	*******	1.8
109.	330325.2	*******	1.8
110.	330301.0	*******	1.8
111.	330276.8	*******	1.8
112.	330252.7	*******	1.8
113.	330228.5	*******	1.8
114.	330226.8	*******	1.8
115.	330250.9	*******	1.8
116.	330275.1	*******	1.8
117.	330299.2	*******	1.8
118.	330323.4	*******	1.8
119.	330347.6	*******	1.8
120.	330371.7	*******	1.8
121.	330395.9	*******	1.8
122.	330420.0	*******	1.8
123.	330444.2	*******	1.8
124.	330468.3	*******	1.8
125.	330492.5	*******	1.8
126.	330516.7	*******	1.8
127.	330521.4	*******	1.8
128.	330511.5	*******	1.8
129.	330501.5	*******	1.8

130.	*	330491.6	********	1.8 *
131.	*	330481.7	********	1.8 *

DATE: 03/08/ 0
TIME: 15:18:00

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z *
132.	*	330471.8	********	1.8 *
133.	*	330465.5	********	1.8 *
134.	*	330456.9	********	1.8 *
135.	*	330448.4	********	1.8 *
136.	*	330439.8	********	1.8 *
137.	*	330431.3	********	1.8 *
138.	*	330408.3	********	1.8 *
139.	*	330416.9	********	1.8 *
140.	*	330425.4	********	1.8 *
141.	*	330434.0	********	1.8 *
142.	*	330442.5	********	1.8 *
143.	*	330449.8	********	1.8 *
144.	*	330459.7	********	1.8 *
145.	*	330469.7	********	1.8 *
146.	*	330479.6	********	1.8 *
147.	*	330489.5	********	1.8 *
148.	*	330499.4	********	1.8 *
149.	*	330535.9	********	1.8 *
150.	*	330502.4	********	1.8 *
151.	*	330537.5	********	1.8 *

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: 0-350.

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	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10.	*	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
20.	*	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
30.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1
40.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
50.	*	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
60.	*	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0

70. * 0.2 0.3 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
80. * 0.2 0.2 0.3 0.2 0.2 0.3 0.2 0.1 0.1 0.1 0.1 0.2 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
90. * 0.2 0.2 0.3 0.2 0.2 0.3 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.1 0.2 0.3 0.3 0.3 0.2 0.1 0.2 0.1 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.1 0.2 0.3 0.3 0.3 0.1 0.1 0.2 0.2 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.0 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0
290. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.1 0.2 0.1 0.1 0.2 0.2 0.1 0.0 0.1 0.1
DEGR * 70 70 80 210 210 80 80 60 210 220 20 70 0 0 200 250 250 0 30 30

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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  0.0  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  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
110. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
120. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
130. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
140. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
150. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
160. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
180. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
190. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1
200. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1
210. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
220. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
230. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
240. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
250. *  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
260. *  0.0  0.1  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
270. *  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  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  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  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  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
330. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
340. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
350. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
----*-------------------------------------------------------------------
MAX  *  0.0  0.1  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.1  0.2  0.2  0.1  0.0  0.1  0.1  0.1  0.1  0.1
DEGR *   0  260    0    0   30   40  250  260    0   30   30   10   20   20    0  160  160  160  160  190
```


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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
----*-------------------------------------------------------------------
  0. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 30. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 40. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 50. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 60. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 70. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 80. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  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  0.0  0.0  0.0  0.0  0.0  0.1  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  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0
```

110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.1 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.2 0.2 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.1 0.2 0.2 0.3 0.1 0.0 0.0 0.1
DEGR * 190 200 200 0 340 340 340 0 0 0 120 0 110 110 110 110 110 0 0 250

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0
90. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

130. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
220. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
230. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
240. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.1 0.2 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
290. * 0.0 0.0 0.2 0.2 0.3 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0
300. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0
310. * 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0
320. * 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
330. * 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
---*---
MAX * 0.0 0.1 0.2 0.2 0.3 0.1 0.1 0.2 0.2 0.3 0.1 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1
DEGR * 0 250 290 270 290 40 60 240 60 70 80 0 300 300 0 0 80 180 0 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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
---*---
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

150. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 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 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
---*---
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
DEGR * 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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: 0-350.

WIND *CONCENTRATION
ANGLE* (PPM)
(DEGR)* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120
---*---
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
90. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1

170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
210. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
220. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 0 0 0 0 0 0 0 0 0 0 0 0 0 0 100 100 100 100 100 100 100

MODEL RESULTS

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

WIND ANGLE RANGE: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
____*____
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
DEGR * 100 110 110 110 120 170 160 230 0 0 0 0 0 0 0 0 0 0 0 0

MODEL RESULTS
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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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) * RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
____*_____________________________________
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
80. * 0.0 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 0.0
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 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 0.0
270. * 0.0 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 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
----*----------
MAX * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
DEGR * 0 0 0 0 0 0 0 0 300 340 0 280

THE HIGHEST CONCENTRATION OF 0.30 PPM OCCURRED AT RECEPTOR REC2.

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 NO BUILD AM PEAK

DATE: 03/08/ 0
TIME: 15:18:00

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#* 70 70 80 210 210 80 80 60 210 220 20 70 0 0 200 250 250 0 30 30
----*----------
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
LINK #* 0 260 0 0 30 40 250 260 0 30 30 10 20 20 0 160 160 160 160 190
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 41 REC 42 REC 43 REC 44 REC 45 REC 46 REC 47 REC 48 REC 49 REC 50 REC 51 REC 52 REC 53 REC 54 REC 55 REC 56 REC 57 REC 58 REC 59 REC 60
LINK #* 190 200 200 0 340 340 340 0 0 0 120 0 110 110 110 110 110 0 0 250

```
____*_____________________________________________________________
 1 * 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1
 9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
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JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO        RUN: 2025 NO BUILD AM PEAK

DATE: 03/08/ 0
TIME: 15:18:00


RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

   *  CO LINK (PPM)
   *  ANGLE (DEGREES)
   * REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK #*   0  250  290  270  290   40   60  240   60   70   80    0  300  300    0    0   80  180    0    0
____*_____________________________________________________________
 1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0
 7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 8 * 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
```

17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
LINK #* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120

LINK#*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100
1 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 *	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
13 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PAGE 20

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 NO BUILD AM PEAK

DATE: 03/08/ 0
TIME: 15:18:00

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140

LINK#*	100	110	110	110	120	170	160	230	0	0	0	0	0	0	0	0	0	0	0	0
1 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9 *	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151

LINK#*	0	0	0	0	0	0	0	300	340	0	280
1 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
2 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1
13 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/08/2019 at 15:26:11

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:26:11

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

SITE & METEOROLOGICAL VARIABLES

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M)				* LENGTH	BRG	TYPE	VPH	EF	H	W	V/C QUEUE
	* X1	Y1	X2	Y2	* (M)	(DEG)		(G/M)	(M)	(M)		(VEH)
1. FREE DORCHESTER N	* 330527.5	********	330523.0	********	*	223.	359.	AG	887.	2.0	0.0	10.0
2. FREE BOSTON NE	* 330530.2	********	330654.7	********	*	148.	57.	AG	809.	2.0	0.0	10.0
3. FREE BOSTON NE	* 330654.7	********	330720.7	********	*	77.	59.	AG	809.	2.0	0.0	10.0
4. FREE BOSTON NE	* 330720.7	********	330759.0	********	*	46.	56.	AG	809.	2.0	0.0	10.0
5. FREE BOSTON NE	* 330759.0	********	330821.5	********	*	82.	50.	AG	809.	2.0	0.0	10.0
6. FREE PREBLE E	* 330531.9	********	330653.8	********	*	125.	103.	AG	769.	2.0	0.0	10.0
7. FREE PREBLE E	* 330653.8	********	330712.2	********	*	59.	96.	AG	769.	2.0	0.0	10.0
8. FREE PREBLE E	* 330712.2	********	330868.2	********	*	156.	89.	AG	769.	2.0	0.0	10.0
9. FREE DORCHESTER S	* 330526.5	********	330528.9	********	*	288.	180.	AG	667.	2.0	0.0	10.0
10. FREE BOSTON SW	* 330513.6	********	330457.6	********	*	141.	203.	AG	865.	2.0	0.0	10.0
11. FREE BOSTON SW	* 330457.6	********	330416.3	********	*	121.	200.	AG	865.	2.0	0.0	10.0
12. FREE SOUTHAMPTON W	* 330520.6	********	330224.6	********	*	306.	285.	AG	1519.	2.0	0.0	10.0
13. QUEUE DORCHESTER SB	* 330523.4	********	330524.9	********	*	348.	0.	AG	12.	100.0	0.0	6.0 1.76 58.0
14. QUEUE BOSTON SWB	* 330539.9	********	330812.2	********	*	332.	55.	AG	13.	100.0	0.0	7.0 1.68 55.3
15. QUEUE BOSTON SWB	* 330575.9	********	330855.9	********	*	332.	58.	AG	13.	100.0	0.0	7.0 1.68 55.3
16. QUEUE PREBLE WB	* 330544.0	********	330878.4	********	*	343.	103.	AG	13.	100.0	0.0	6.0 2.20 57.1
17. QUEUE PREBLE WB	* 330635.4	********	330969.8	********	*	343.	103.	AG	13.	100.0	0.0	6.0 2.20 57.1
18. QUEUE PREBLE WB	* 330650.9	********	330992.2	********	*	343.	95.	AG	13.	100.0	0.0	6.0 2.20 57.1
19. QUEUE PREBLE WB	* 330683.0	********	331025.5	********	*	343.	92.	AG	13.	100.0	0.0	6.0 2.20 57.1
20. QUEUE DORCHESTER NB	* 330531.2	********	330533.2	********	*	269.	180.	AG	12.	100.0	0.0	6.0 1.71 44.8
21. QUEUE BOSTON NEB	* 330511.4	********	330817.4	********	*	454.	205.	AG	13.	100.0	0.0	6.0 2.11 75.7
22. QUEUE BOSTON NEB	* 330488.5	********	330806.2	********	*	454.	204.	AG	13.	100.0	0.0	6.0 2.11 75.7
23. QUEUE BOSTON NEB	* 330464.4	********	330812.8	********	*	454.	200.	AG	13.	100.0	0.0	6.0 2.11 75.7
24. QUEUE BOSTON NEB	* 330454.3	********	330298.1	********	*	454.	200.	AG	13.	100.0	0.0	6.0 2.11 75.7
25. QUEUE SOUTHAMPTON LE	* 330503.6	********	329561.1	********	*	980.	286.	AG	7.	100.0	0.0	3.0 **** 163.4
26. QUEUE SOUTHAMPTON TRE	* 330502.7	********	329460.7	********	*	1081.	286.	AG	7.	100.0	0.0	3.0 6.11 180.2

PAGE 2
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:26:11

ADDITIONAL QUEUE LINK PARAMETERS

```
 LINK DESCRIPTION  *  CYCLE  RED  CLEARANCE APPROACH SATURATION IDLE SIGNAL  ARRIVAL
                   *  LENGTH TIME  LOST TIME  VOL  FLOWRATE EMFAC TYPE  RATE
                   *  (SEC) (SEC)  (SEC)   (VPH)  (VPH)  (gm/hr)
-------------------*-----------------------------------------------------
13. QUEUE DORCHESTER SB*  130   103    7.0    444    911    2.94   2     3
14. QUEUE BOSTON SWB *  130   108    7.0    446   1338    2.94   2     3
15. QUEUE BOSTON SWB *  130   108    7.0    446   1338    2.94   2     3
16. QUEUE PREBLE WB  *  130   110    6.0    352    873    2.94   2     3
17. QUEUE PREBLE WB  *  130   110    6.0    352    873    2.94   2     3
18. QUEUE PREBLE WB  *  130   110    6.0    352    873    2.94   2     3
19. QUEUE PREBLE WB  *  130   110    6.0    352    873    2.94   2     3
20. QUEUE DORCHESTER NB*  130   103    7.0    353    750    2.94   2     3
21. QUEUE BOSTON NEB *  130   111    7.0    487   1506    2.94   2     3
22. QUEUE BOSTON NEB *  130   111    7.0    487   1506    2.94   2     3
23. QUEUE BOSTON NEB *  130   111    7.0    487   1506    2.94   2     3
24. QUEUE BOSTON NEB *  130   111    7.0    487   1506    2.94   2     3
25. QUEUE SOUTHAMPTON LE*  130   119    4.0    297    476    2.94   2     3
26. QUEUE SOUTHAMPTON TRE*  130   119    4.0    379   1621    2.94   2     3

 RECEPTOR LOCATIONS
 ------------------

                  *      COORDINATES (M)      *
  RECEPTOR        *   X        Y        Z     *
------------------*-------------------------*
1.                *  330546.6  ********    1.8  *
2.                *  330567.7  ********    1.8  *
3.                *  330588.7  ********    1.8  *
4.                *  330609.7  ********    1.8  *
5.                *  330630.7  ********    1.8  *
6.                *  330650.3  ********    1.8  *
7.                *  330671.8  ********    1.8  *
8.                *  330693.3  ********    1.8  *
9.                *  330714.8  ********    1.8  *
10.               *  330716.2  ********    1.8  *
11.               *  330736.9  ********    1.8  *
12.               *  330753.9  ********    1.8  *
13.               *  330773.0  ********    1.8  *
14.               *  330792.2  ********    1.8  *
15.               *  330811.4  ********    1.8  *
16.               *  330827.0  ********    1.8  *
17.               *  330807.8  ********    1.8  *
18.               *  330788.7  ********    1.8  *
19.               *  330769.5  ********    1.8  *
20.               *  330763.8  ********    1.8  *
21.               *  330743.0  ********    1.8  *
22.               *  330725.1  ********    1.8  *
23.               *  330703.6  ********    1.8  *
24.               *  330682.1  ********    1.8  *
25.               *  330660.6  ********    1.8  *
26.               *  330659.2  ********    1.8  *
27.               *  330638.2  ********    1.8  *
28.               *  330617.1  ********    1.8  *
29.               *  330596.1  ********    1.8  *
30.               *  330575.1  ********    1.8  *
31.               *  330554.1  ********    1.8  *

                                                                PAGE 3
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER BOSTO        RUN: 2025 NO BUILD PM PEAK
```

DATE: 03/08/ 0
TIME: 15:26:11

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
32.	330518.5	*******	1.8
33.	330518.0	*******	1.8
34.	330517.5	*******	1.8
35.	330517.0	*******	1.8
36.	330516.5	*******	1.8
37.	330516.0	*******	1.8
38.	330515.5	*******	1.8
39.	330515.0	*******	1.8
40.	330531.5	*******	1.8
41.	330532.0	*******	1.8
42.	330532.5	*******	1.8
43.	330533.0	*******	1.8
44.	330533.5	*******	1.8
45.	330534.0	*******	1.8
46.	330534.5	*******	1.8
47.	330535.0	*******	1.8
48.	330533.8	*******	1.8
49.	330558.2	*******	1.8
50.	330582.6	*******	1.8
51.	330606.9	*******	1.8
52.	330631.3	*******	1.8
53.	330655.2	*******	1.8
54.	330680.0	*******	1.8
55.	330704.9	*******	1.8
56.	330712.5	*******	1.8
57.	330737.5	*******	1.8
58.	330762.5	*******	1.8
59.	330787.5	*******	1.8
60.	330812.5	*******	1.8
61.	330837.5	*******	1.8
62.	330862.5	*******	1.8
63.	330868.4	*******	1.8
64.	330843.4	*******	1.8
65.	330818.4	*******	1.8
66.	330793.4	*******	1.8
67.	330768.5	*******	1.8
68.	330743.5	*******	1.8
69.	330718.5	*******	1.8
70.	330711.3	*******	1.8
71.	330686.4	*******	1.8
72.	330661.6	*******	1.8
73.	330651.9	*******	1.8
74.	330627.5	*******	1.8
75.	330603.2	*******	1.8
76.	330578.8	*******	1.8
77.	330554.4	*******	1.8
78.	330535.2	*******	1.8
79.	330535.4	*******	1.8
80.	330535.6	*******	1.8
81.	330535.8	*******	1.8

DATE: 03/08/ 0
TIME: 15:26:11

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
82.	330536.0	********	1.8
83.	330536.2	********	1.8
84.	330536.5	********	1.8
85.	330536.7	********	1.8
86.	330536.9	********	1.8
87.	330537.1	********	1.8
88.	330537.3	********	1.8
89.	330520.4	********	1.8
90.	330520.2	********	1.8
91.	330520.0	********	1.8
92.	330519.8	********	1.8
93.	330519.6	********	1.8
94.	330519.4	********	1.8
95.	330519.2	********	1.8
96.	330518.9	********	1.8
97.	330518.7	********	1.8
98.	330518.5	********	1.8
99.	330518.3	********	1.8
100.	330518.1	********	1.8
101.	330518.4	********	1.8
102.	330494.2	********	1.8
103.	330470.1	********	1.8
104.	330445.9	********	1.8
105.	330421.8	********	1.8
106.	330397.6	********	1.8
107.	330373.5	********	1.8
108.	330349.3	********	1.8
109.	330325.2	********	1.8
110.	330301.0	********	1.8
111.	330276.8	********	1.8
112.	330252.7	********	1.8
113.	330228.5	********	1.8
114.	330226.8	********	1.8
115.	330250.9	********	1.8
116.	330275.1	********	1.8
117.	330299.2	********	1.8
118.	330323.4	********	1.8
119.	330347.6	********	1.8
120.	330371.7	********	1.8
121.	330395.9	********	1.8
122.	330420.0	********	1.8
123.	330444.2	********	1.8
124.	330468.3	********	1.8
125.	330492.5	********	1.8
126.	330516.7	********	1.8
127.	330521.4	********	1.8
128.	330511.5	********	1.8

129.	*	330501.5	********	1.8 *
130.	*	330491.6	********	1.8 *
131.	*	330481.7	********	1.8 *

DATE: 03/08/ 0
TIME: 15:26:11

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
132.	*	330471.8	********	1.8	*
133.	*	330465.5	********	1.8	*
134.	*	330456.9	********	1.8	*
135.	*	330448.4	********	1.8	*
136.	*	330439.8	********	1.8	*
137.	*	330431.3	********	1.8	*
138.	*	330408.3	********	1.8	*
139.	*	330416.9	********	1.8	*
140.	*	330425.4	********	1.8	*
141.	*	330434.0	********	1.8	*
142.	*	330442.5	********	1.8	*
143.	*	330449.8	********	1.8	*
144.	*	330459.7	********	1.8	*
145.	*	330469.7	********	1.8	*
146.	*	330479.6	********	1.8	*
147.	*	330489.5	********	1.8	*
148.	*	330499.4	********	1.8	*
149.	*	330535.9	********	1.8	*
150.	*	330502.4	********	1.8	*
151.	*	330537.5	********	1.8	*

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: 0-350.

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	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.	* 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
20.	* 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1
30.	* 0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1
40.	* 0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.1

```
 50. *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.0  0.1  0.0  0.0  0.0  0.0
 60. *  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.0  0.1  0.0  0.0  0.0  0.0
 70. *  0.2  0.3  0.3  0.2  0.2  0.3  0.2  0.2  0.2  0.2  0.1  0.2  0.2  0.1  0.0  0.1  0.0  0.0  0.0  0.0
 80. *  0.2  0.2  0.3  0.3  0.2  0.3  0.3  0.2  0.2  0.2  0.1  0.2  0.2  0.1  0.0  0.0  0.0  0.0  0.0  0.0
 90. *  0.2  0.2  0.3  0.2  0.1  0.2  0.2  0.1  0.2  0.2  0.1  0.2  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
100. *  0.1  0.2  0.3  0.2  0.1  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
110. *  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
120. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
130. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
140. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
150. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
160. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
180. *  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
190. *  0.0  0.2  0.2  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.2  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0
200. *  0.0  0.2  0.3  0.2  0.2  0.2  0.1  0.2  0.2  0.2  0.1  0.2  0.0  0.1  0.2  0.0  0.0  0.0  0.0  0.0
210. *  0.0  0.2  0.2  0.3  0.3  0.3  0.2  0.3  0.2  0.2  0.1  0.2  0.1  0.2  0.2  0.0  0.0  0.0  0.0  0.0
220. *  0.0  0.2  0.2  0.3  0.3  0.3  0.2  0.3  0.3  0.3  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0
230. *  0.0  0.1  0.1  0.3  0.3  0.3  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0
240. *  0.0  0.0  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.1  0.2  0.1  0.0  0.0  0.0
250. *  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.0  0.0  0.0
260. *  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.2  0.2  0.0  0.0  0.1
270. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.2  0.2  0.0  0.0  0.1
280. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.1  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  0.1  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  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
330. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
340. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
350. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
-----*--------------------------------------------------------------------------------------------------
MAX  *  0.2  0.3  0.3  0.3  0.3  0.3  0.3  0.3  0.3  0.3  0.3  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1
DEGR *  70   70   70   80  210   70   80  210  220  220   50   50   70  210  200  240  250   10   10   10
```


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.-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
-----*--------------------------------------------------------------------------------------------------
  0. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
 20. *  0.0  0.1  0.0  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.0  0.0
 30. *  0.0  0.1  0.0  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0
 40. *  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0
 50. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0
 60. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
```

70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 0 20 260 20 20 20 250 20 20 20 20 10 20 10 10 10 10 20 40 180

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.1 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 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.1 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.2 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1 0.1 0.4 0.1 0.2 0.3 0.2 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.1 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.0 0.0 0.1 0.1 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 0.2 0.1 0.0 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 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.1 0.4 0.2 0.2 0.3 0.2 0.1 0.1 0.1
DEGR * 180 190 190 190 190 190 200 270 120 120 120 120 120 110 110 110 100 100 110 110

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.1 0.2 0.3 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0
70. * 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.1 0.3 0.3 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0
80. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.3 0.3 0.2 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0
90. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

110. * 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
220. * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.1 0.2 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.2 0.2 0.3 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0
290. * 0.0 0.0 0.2 0.2 0.3 0.2 0.2 0.0 0.2 0.2 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0
300. * 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.0 0.2 0.3 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0
310. * 0.0 0.0 0.1 0.2 0.1 0.1 0.1 0.0 0.2 0.3 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0
320. * 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.1 0.2 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.2 0.2 0.3 0.2 0.2 0.2 0.3 0.3 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2
DEGR * 230 230 280 270 280 50 60 110 70 60 80 60 60 300 60 60 60 190 190 190

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
340. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
----*----------
MAX * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2
DEGR * 200 200 200 340 340 340 340 340 10 10 10 10 20 20 20 160 160 160 160 280

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120
----*----------
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
90. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1

150. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
160. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
170. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
200. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
210. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
220. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
270. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*----------
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 0 0 0 0 0 0 0 0 0 0 0 0 0 0 100 100 100 100 100 100 100

MODEL RESULTS

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

WIND ANGLE RANGE: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
---*----------
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.2 0.2 0.2 0.3 0.3 0.1 0.2 0.3 0.3 0.2 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.2 0.2 0.2 0.3 0.1 0.1 0.2 0.3 0.2 0.1 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.3 0.3 0.3
40. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.3 0.3 0.3
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.3 0.3 0.3
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
90. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
160. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1

```
170. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.2
180. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.2  0.3
190. *  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.2  0.2  0.2
200. *  0.1  0.1  0.1  0.1  0.1  0.2  0.0  0.1  0.1  0.1  0.0  0.0  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.2
210. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.3  0.4  0.3  0.3  0.2  0.2  0.2  0.2  0.1
220. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.2  0.2  0.4  0.4  0.3  0.3  0.2  0.2  0.1  0.1
230. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.3  0.2  0.4  0.3  0.3  0.3  0.2  0.2  0.1  0.1
240. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.1  0.3  0.2  0.2  0.1  0.0  0.0  0.0  0.0
250. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.0  0.1  0.2  0.2  0.1  0.0  0.0  0.0  0.0
260. *  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.1  0.2  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0
270. *  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
280. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
290. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  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  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0
330. *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.2  0.2  0.1  0.1  0.0  0.0  0.0
340. *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.2  0.2  0.1  0.1  0.2  0.2  0.2  0.1  0.0  0.0  0.0
350. *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.2  0.2  0.2  0.2  0.2  0.1  0.2  0.3  0.3  0.1  0.0  0.0
-----*-------------------------------------------------------------------
MAX. *  0.1  0.1  0.1  0.1  0.1  0.2  0.1  0.2  0.2  0.3  0.3  0.3  0.4  0.4  0.3  0.3  0.3  0.3  0.3  0.3
DEGR.*  100  100  110  110  120  200    0  210    0  220  230    0  210  220  210    0    0   30   30   30
```


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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
-----*-------------------------------------
  0. *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0
 10. *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.0
 20. *  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0
 30. *  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.1  0.0
 40. *  0.2  0.1  0.2  0.1  0.1  0.1  0.0  0.0  0.0  0.1  0.0
 50. *  0.2  0.1  0.2  0.1  0.1  0.1  0.1  0.0  0.0  0.1  0.0
 60. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.1  0.0
 70. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.1  0.0
 80. *  0.0  0.1  0.0  0.1  0.1  0.1  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  0.0  0.0
100. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
110. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
120. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
130. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
140. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
150. *  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
160. *  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.1  0.0
170. *  0.1  0.2  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0
180. *  0.2  0.2  0.2  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0
```

190. * 0.2 0.2 0.2 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0
200. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
220. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 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 0.0
270. * 0.0 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 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
---*----------
MAX * 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 40 150 40 30 30 40 50 10 80 0 280

THE HIGHEST CONCENTRATION OF 0.40 PPM OCCURRED AT RECEPTOR REC53.

JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:26:11

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK #* 70 70 70 80 210 70 80 210 220 220 50 50 70 210 200 240 250 10 10 10
---*----------
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
LINK #* 0 20 260 20 20 20 250 20 20 20 20 10 20 10 10 10 10 20 40 180
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)

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    *  ANGLE (DEGREES)
    * REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
LINK#*  180  190  190  190  190  190  200  270  120  120  120  120  120  110  110  110  100  100  110  110
-----*------------------------------------------------------------------------------------------------------
  1 *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0
 18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
 19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
 20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 21 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```


DATE: 03/08/ 0
TIME: 15:26:11

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

```
    *  CO LINK (PPM)
    *  ANGLE (DEGREES)
    * REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK#*  230  230  280  270  280   50   60  110   70   60   80   60   60  300   60   60   60  190  190  190
-----*------------------------------------------------------------------------------------------------------
  1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
LINK #* 200 200 200 340 340 340 340 340 10 10 10 10 20 20 20 160 160 160 160 280
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120

LINK#	*	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100
1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
13	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PAGE 20
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:26:11

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140

LINK#	*	100	100	110	110	120	200	0	210	0	220	230	0	210	220	210	0	0	30	30	30
1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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 9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
10 *  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
12 *  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
14 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
21 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.1
22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.1
23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
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JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO        RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 15:26:11

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

   *  CO LINK (PPM)
   *  ANGLE (DEGREES)
   * RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
LINK #*  40  150  40  30  30  40  50  10  80   0  280
-----*-------------------------------------------
 1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0
 3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
10 *  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0
11 *  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1
13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
14 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
21 *  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/08/2019 at 14:52:01

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2018 EXISTING AM PEAK

DATE: 03/08/ 0
TIME: 14:52:01

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

SITE & METEOROLOGICAL VARIABLES

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(M)	(DEG)		(G/M)	(M)	(M)			(VEH)
1. FREE DORCHESTER N	*	330527.5	********	330523.0	********	*	223.	359.	AG	574.	2.9	0.0	10.0		
2. FREE BOSTON NE	*	330530.2	********	330654.7	********	*	148.	57.	AG	632.	2.9	0.0	10.0		
3. FREE BOSTON NE	*	330654.7	********	330720.7	********	*	77.	59.	AG	632.	2.9	0.0	10.0		
4. FREE BOSTON NE	*	330720.7	********	330759.0	********	*	46.	56.	AG	632.	2.9	0.0	10.0		
5. FREE BOSTON NE	*	330759.0	********	330821.5	********	*	82.	50.	AG	632.	2.9	0.0	10.0		
6. FREE PREBLE E	*	330531.9	********	330653.8	********	*	125.	103.	AG	616.	2.9	0.0	10.0		
7. FREE PREBLE E	*	330653.8	********	330712.2	********	*	59.	96.	AG	616.	2.9	0.0	10.0		
8. FREE PREBLE E	*	330712.2	********	330868.2	********	*	156.	89.	AG	616.	2.9	0.0	10.0		
9. FREE DORCHESTER S	*	330526.5	********	330528.9	********	*	288.	180.	AG	429.	2.9	0.0	10.0		
10. FREE BOSTON SW	*	330513.6	********	330457.6	********	*	141.	203.	AG	521.	2.9	0.0	10.0		
11. FREE BOSTON SW	*	330457.6	********	330416.3	********	*	121.	200.	AG	521.	2.9	0.0	10.0		
12. FREE SOUTHAMPTON W	*	330520.6	********	330224.6	********	*	306.	285.	AG	1180.	2.9	0.0	10.0		
13. QUEUE DORCHESTER SB	*	330523.4	********	330523.6	********	*	50.	0.	AG	28.	100.0	0.0	6.0	1.05	8.3
14. QUEUE BOSTON SWB	*	330539.9	********	330749.2	********	*	255.	55.	AG	29.	100.0	0.0	7.0	1.57	42.5
15. QUEUE BOSTON SWB	*	330575.9	********	330791.1	********	*	255.	58.	AG	29.	100.0	0.0	7.0	1.57	42.5
16. QUEUE PREBLE WB	*	330544.0	********	330724.9	********	*	185.	103.	AG	29.	100.0	0.0	6.0	1.29	30.9
17. QUEUE PREBLE WB	*	330635.4	********	330816.3	********	*	185.	103.	AG	29.	100.0	0.0	6.0	1.29	30.9
18. QUEUE PREBLE WB	*	330650.9	********	330835.5	********	*	185.	95.	AG	29.	100.0	0.0	6.0	1.29	30.9
19. QUEUE PREBLE WB	*	330683.0	********	330868.3	********	*	185.	92.	AG	29.	100.0	0.0	6.0	1.29	30.9
20. QUEUE DORCHESTER NB	*	330531.2	********	330532.8	********	*	212.	180.	AG	28.	100.0	0.0	6.0	1.51	35.3
21. QUEUE BOSTON NEB	*	330511.4	********	330498.2	********	*	31.	205.	AG	27.	100.0	0.0	6.0	0.68	5.1
22. QUEUE BOSTON NEB	*	330488.5	********	330476.1	********	*	31.	204.	AG	27.	100.0	0.0	6.0	0.68	5.1
23. QUEUE BOSTON NEB	*	330464.4	********	330454.1	********	*	31.	199.	AG	27.	100.0	0.0	6.0	0.68	5.1
24. QUEUE BOSTON NEB	*	330454.3	********	330443.7	********	*	31.	200.	AG	27.	100.0	0.0	6.0	0.68	5.1
25. QUEUE SOUTHAMPTON LE	*	330503.6	********	329930.8	********	*	596.	286.	AG	16.	100.0	0.0	3.0	****	99.3
26. QUEUE SOUTHAMPTON TRE	*	330502.7	********	330006.2	********	*	515.	286.	AG	16.	100.0	0.0	3.0	3.70	85.9

ADDITIONAL QUEUE LINK PARAMETERS

```
 LINK DESCRIPTION  * CYCLE  RED  CLEARANCE APPROACH SATURATION IDLE SIGNAL ARRIVAL
          * LENGTH TIME  LOST TIME  VOL  FLOWRATE EMFAC TYPE  RATE
          *  (SEC) (SEC)  (SEC)   (VPH)  (VPH)  (gm/hr)
__________*_____________________________________________________
13. QUEUE DORCHESTER SB*  150   122    7.0   223    840   6.39  2    3
14. QUEUE BOSTON SWB *  150   127    7.0   363   1236   6.39  2    3
15. QUEUE BOSTON SWB *  150   127    7.0   363   1236   6.39  2    3
16. QUEUE PREBLE WB  *  150   126    6.0   378   1377   6.39  2    3
17. QUEUE PREBLE WB  *  150   126    6.0   378   1377   6.39  2    3
18. QUEUE PREBLE WB  *  150   126    6.0   378   1377   6.39  2    3
19. QUEUE PREBLE WB  *  150   126    6.0   378   1377   6.39  2    3
20. QUEUE DORCHESTER NB*  150   122    7.0   318    830   6.39  2    3
21. QUEUE BOSTON NEB *  150   117    7.0   316   1452   6.39  2    3
22. QUEUE BOSTON NEB *  150   117    7.0   316   1452   6.39  2    3
23. QUEUE BOSTON NEB *  150   117    7.0   316   1452   6.39  2    3
24. QUEUE BOSTON NEB *  150   117    7.0   316   1452   6.39  2    3
25. QUEUE SOUTHAMPTON LE*  150   139    4.0   178    391   6.39  2    3
26. QUEUE SOUTHAMPTON TRE*  150   139    4.0   200   1624   6.39  2    3

 RECEPTOR LOCATIONS
 __________

          *      COORDINATES (M)      *
 RECEPTOR      *  X       Y       Z    *
__________*_____________________________*
1.          *  330546.6 ********   1.8  *
2.          *  330567.7 ********   1.8  *
3.          *  330588.7 ********   1.8  *
4.          *  330609.7 ********   1.8  *
5.          *  330630.7 ********   1.8  *
6.          *  330650.3 ********   1.8  *
7.          *  330671.8 ********   1.8  *
8.          *  330693.3 ********   1.8  *
9.          *  330714.8 ********   1.8  *
10.         *  330716.2 ********   1.8  *
11.         *  330736.9 ********   1.8  *
12.         *  330753.9 ********   1.8  *
13.         *  330773.0 ********   1.8  *
14.         *  330792.2 ********   1.8  *
15.         *  330811.4 ********   1.8  *
16.         *  330827.0 ********   1.8  *
17.         *  330807.8 ********   1.8  *
18.         *  330788.7 ********   1.8  *
19.         *  330769.5 ********   1.8  *
20.         *  330763.8 ********   1.8  *
21.         *  330743.0 ********   1.8  *
22.         *  330725.1 ********   1.8  *
23.         *  330703.6 ********   1.8  *
24.         *  330682.1 ********   1.8  *
25.         *  330660.6 ********   1.8  *
26.         *  330659.2 ********   1.8  *
27.         *  330638.2 ********   1.8  *
28.         *  330617.1 ********   1.8  *
29.         *  330596.1 ********   1.8  *
30.         *  330575.1 ********   1.8  *
31.         *  330554.1 ********   1.8  *

                                                    PAGE 3
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER BOSTO        RUN: 2018 EXISTING AM PEAK
```

DATE: 03/08/ 0
TIME: 14:52:01

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
32.	330518.5	*******	1.8
33.	330518.0	*******	1.8
34.	330517.5	*******	1.8
35.	330517.0	*******	1.8
36.	330516.5	*******	1.8
37.	330516.0	*******	1.8
38.	330515.5	*******	1.8
39.	330515.0	*******	1.8
40.	330531.5	*******	1.8
41.	330532.0	*******	1.8
42.	330532.5	*******	1.8
43.	330533.0	*******	1.8
44.	330533.5	*******	1.8
45.	330534.0	*******	1.8
46.	330534.5	*******	1.8
47.	330535.0	*******	1.8
48.	330533.8	*******	1.8
49.	330558.2	*******	1.8
50.	330582.6	*******	1.8
51.	330606.9	*******	1.8
52.	330631.3	*******	1.8
53.	330655.2	*******	1.8
54.	330680.0	*******	1.8
55.	330704.9	*******	1.8
56.	330712.5	*******	1.8
57.	330737.5	*******	1.8
58.	330762.5	*******	1.8
59.	330787.5	*******	1.8
60.	330812.5	*******	1.8
61.	330837.5	*******	1.8
62.	330862.5	*******	1.8
63.	330868.4	*******	1.8
64.	330843.4	*******	1.8
65.	330818.4	*******	1.8
66.	330793.4	*******	1.8
67.	330768.5	*******	1.8
68.	330743.5	*******	1.8
69.	330718.5	*******	1.8
70.	330711.3	*******	1.8
71.	330686.4	*******	1.8
72.	330661.6	*******	1.8
73.	330651.9	*******	1.8
74.	330627.5	*******	1.8
75.	330603.2	*******	1.8
76.	330578.8	*******	1.8
77.	330554.4	*******	1.8
78.	330535.2	*******	1.8
79.	330535.4	*******	1.8
80.	330535.6	*******	1.8
81.	330535.8	*******	1.8

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
82.	*	330536.0	********	1.8	*
83.	*	330536.2	********	1.8	*
84.	*	330536.5	********	1.8	*
85.	*	330536.7	********	1.8	*
86.	*	330536.9	********	1.8	*
87.	*	330537.1	********	1.8	*
88.	*	330537.3	********	1.8	*
89.	*	330520.4	********	1.8	*
90.	*	330520.2	********	1.8	*
91.	*	330520.0	********	1.8	*
92.	*	330519.8	********	1.8	*
93.	*	330519.6	********	1.8	*
94.	*	330519.4	********	1.8	*
95.	*	330519.2	********	1.8	*
96.	*	330518.9	********	1.8	*
97.	*	330518.7	********	1.8	*
98.	*	330518.5	********	1.8	*
99.	*	330518.3	********	1.8	*
100.	*	330518.1	********	1.8	*
101.	*	330518.4	********	1.8	*
102.	*	330494.2	********	1.8	*
103.	*	330470.1	********	1.8	*
104.	*	330445.9	********	1.8	*
105.	*	330421.8	********	1.8	*
106.	*	330397.6	********	1.8	*
107.	*	330373.5	********	1.8	*
108.	*	330349.3	********	1.8	*
109.	*	330325.2	********	1.8	*
110.	*	330301.0	********	1.8	*
111.	*	330276.8	********	1.8	*
112.	*	330252.7	********	1.8	*
113.	*	330228.5	********	1.8	*
114.	*	330226.8	********	1.8	*
115.	*	330250.9	********	1.8	*
116.	*	330275.1	********	1.8	*
117.	*	330299.2	********	1.8	*
118.	*	330323.4	********	1.8	*
119.	*	330347.6	********	1.8	*
120.	*	330371.7	********	1.8	*
121.	*	330395.9	********	1.8	*
122.	*	330420.0	********	1.8	*
123.	*	330444.2	********	1.8	*
124.	*	330468.3	********	1.8	*
125.	*	330492.5	********	1.8	*
126.	*	330516.7	********	1.8	*
127.	*	330521.4	********	1.8	*

128.	*	330511.5	********	1.8 *
129.	*	330501.5	********	1.8 *
130.	*	330491.6	********	1.8 *
131.	*	330481.7	********	1.8 *

DATE: 03/08/ 0
TIME: 14:52:01

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
132.	*	330471.8	********	1.8	*
133.	*	330465.5	********	1.8	*
134.	*	330456.9	********	1.8	*
135.	*	330448.4	********	1.8	*
136.	*	330439.8	********	1.8	*
137.	*	330431.3	********	1.8	*
138.	*	330408.3	********	1.8	*
139.	*	330416.9	********	1.8	*
140.	*	330425.4	********	1.8	*
141.	*	330434.0	********	1.8	*
142.	*	330442.5	********	1.8	*
143.	*	330449.8	********	1.8	*
144.	*	330459.7	********	1.8	*
145.	*	330469.7	********	1.8	*
146.	*	330479.6	********	1.8	*
147.	*	330489.5	********	1.8	*
148.	*	330499.4	********	1.8	*
149.	*	330535.9	********	1.8	*
150.	*	330502.4	********	1.8	*
151.	*	330537.5	********	1.8	*

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: 0-350.

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	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.2	0.2
10.	*	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2
20.	*	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.2
30.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2

40. * 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
50. * 0.1 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.3 0.2 0.2 0.2 0.3 0.3 0.2 0.2 0.3 0.2 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.2 0.3 0.4 0.4 0.3 0.4 0.2 0.3 0.3 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.2 0.3 0.3 0.3 0.2 0.4 0.4 0.1 0.3 0.3 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
90. * 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.1 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.1 0.2 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.2 0.1 0.1 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
160. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
170. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.1 0.1 0.1 0.2 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0
180. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.2 0.2 0.1 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0
190. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0
200. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.2 0.3 0.3 0.3 0.4 0.4 0.2 0.3 0.3 0.1 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.2 0.3 0.3 0.4 0.4 0.2 0.4 0.3 0.3 0.2 0.3 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.1 0.3 0.3 0.3 0.4 0.2 0.2 0.4 0.4 0.3 0.3 0.2 0.1 0.0 0.0 0.1 0.0 0.0 0.0
240. * 0.0 0.0 0.1 0.2 0.2 0.2 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.1 0.1 0.3 0.3 0.2 0.2 0.3 0.2 0.0 0.0 0.0 0.1 0.2 0.1 0.2 0.2
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.3
270. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.2
280. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.2
290. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.2
300. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
320. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
330. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1
340. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1
---*---
MAX * 0.3 0.3 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.3 0.3 0.2 0.2 0.1 0.1 0.2 0.2 0.2 0.3
DEGR * 60 70 70 70 220 70 80 220 230 230 230 220 90 200 150 240 250 0 0 260

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
---*---
0. * 0.2 0.1 0.2 0.2 0.3 0.2 0.3 0.3 0.3 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0
20. * 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0
30. * 0.1 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.3 0.3 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0
40. * 0.1 0.2 0.1 0.2 0.3 0.3 0.2 0.3 0.3 0.3 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0
50. * 0.0 0.0 0.0 0.1 0.2 0.2 0.1 0.1 0.2 0.3 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0

60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 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 0.0 0.0 0.1 0.1 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 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.2 0.1 0.2 0.3 0.3 0.2 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.2 0.3 0.3 0.2 0.3 0.3 0.3 0.2 0.2 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.3 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.2 0.1 0.2 0.2 0.1 0.1 0.3 0.3 0.3 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.2 0.2 0.1 0.1 0.2 0.3 0.3 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.2 0.1 0.2 0.2 0.1 0.1 0.2 0.3 0.3 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.2 0.1 0.2 0.2 0.1 0.1 0.1 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.2 0.1 0.2 0.2 0.1 0.1 0.1 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.2 0.1 0.2 0.2 0.1 0.1 0.2 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 0 260 260 10 0 10 0 0 0 20 0 10 10 130 10 10 10 20 130 190

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 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 0.0 0.0 0.1 0.2 0.2 0.2 0.1 0.1 0.0 0.0
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.3 0.4 0.2 0.3 0.3 0.3 0.2 0.2 0.1
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.3 0.4 0.3 0.3 0.4 0.3 0.3 0.2 0.2
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.4 0.5 0.3 0.4 0.3 0.3 0.2 0.2
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.4 0.5 0.3 0.4 0.3 0.3 0.3 0.2
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.3 0.4 0.5 0.3 0.4 0.3 0.3 0.3 0.2
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.4 0.4 0.4 0.3 0.2 0.3 0.2 0.2
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.3 0.3 0.4 0.3 0.2 0.2 0.1 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.3 0.3 0.4 0.3 0.2 0.2 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.3 0.3 0.4 0.3 0.2 0.2 0.1 0.1
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.3 0.3 0.4 0.3 0.2 0.2 0.1 0.1
200. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.3 0.3 0.4 0.3 0.2 0.2 0.1 0.1
210. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.2 0.3 0.4 0.3 0.2 0.3 0.2 0.2
220. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.2 0.4 0.5 0.5 0.3 0.3 0.3 0.2
230. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.5 0.3 0.3 0.3 0.2
240. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.5 0.2 0.3 0.3 0.3
250. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.3 0.3 0.5 0.5 0.2 0.3 0.3 0.3
260. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.2 0.2 0.2 0.3 0.3 0.5 0.5 0.2 0.2 0.3 0.2
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1 0.2 0.2 0.2 0.1 0.3 0.3 0.2 0.1 0.1 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
----*----------
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.5 0.5 0.3 0.3 0.3 0.3
DEGR * 190 190 190 190 190 200 310 30 110 120 120 100 100 140 260 260 100 110 130 240

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
----*----------
0. * 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.3 0.4 0.4 0.3 0.3 0.2 0.2 0.2 0.2 0.1 0.0 0.1 0.1
10. * 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.5 0.4 0.4 0.4 0.2 0.2 0.2 0.2 0.2 0.0 0.0 0.1
20. * 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.5 0.4 0.4 0.4 0.3 0.1 0.2 0.2 0.2 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.2 0.2 0.3 0.3 0.3 0.5 0.4 0.4 0.4 0.3 0.1 0.2 0.2 0.2 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.2 0.2 0.3 0.3 0.3 0.5 0.5 0.5 0.4 0.3 0.2 0.2 0.2 0.2 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.2 0.2 0.3 0.3 0.3 0.5 0.5 0.5 0.4 0.4 0.2 0.2 0.2 0.2 0.0 0.0 0.0
60. * 0.0 0.0 0.0 0.1 0.2 0.3 0.3 0.3 0.5 0.5 0.5 0.4 0.4 0.3 0.2 0.2 0.2 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.1 0.3 0.4 0.3 0.3 0.6 0.5 0.4 0.4 0.4 0.3 0.2 0.2 0.2 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.1 0.2 0.4 0.3 0.3 0.6 0.5 0.4 0.5 0.4 0.3 0.2 0.2 0.2 0.0 0.0 0.0
90. * 0.0 0.0 0.0 0.1 0.2 0.3 0.2 0.1 0.4 0.4 0.4 0.4 0.3 0.3 0.2 0.2 0.2 0.0 0.0 0.0

100. * 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.3 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.2 0.1 0.0 0.1 0.3 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.2 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.2 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
180. * 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
190. * 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2
200. * 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
210. * 0.2 0.2 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
220. * 0.2 0.2 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
230. * 0.2 0.2 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
240. * 0.2 0.2 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
250. * 0.2 0.2 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
260. * 0.2 0.2 0.1 0.2 0.2 0.2 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
270. * 0.0 0.0 0.2 0.2 0.3 0.3 0.2 0.2 0.3 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
280. * 0.0 0.0 0.3 0.4 0.4 0.4 0.3 0.3 0.4 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
290. * 0.0 0.0 0.3 0.3 0.3 0.4 0.3 0.5 0.6 0.5 0.2 0.2 0.2 0.2 0.1 0.0 0.1 0.1 0.1 0.1
300. * 0.0 0.0 0.3 0.2 0.3 0.4 0.3 0.3 0.7 0.6 0.4 0.2 0.2 0.2 0.2 0.2 0.0 0.1 0.1 0.1
310. * 0.0 0.0 0.2 0.2 0.2 0.3 0.3 0.3 0.6 0.5 0.4 0.2 0.2 0.2 0.2 0.2 0.0 0.1 0.1 0.1
320. * 0.0 0.0 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.5 0.4 0.2 0.3 0.2 0.2 0.2 0.1 0.0 0.1 0.1
330. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.2 0.3 0.2 0.2 0.2 0.1 0.0 0.1 0.1
340. * 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.4 0.4 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.0 0.1 0.1
350. * 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.2 0.4 0.4 0.3 0.3 0.2 0.2 0.2 0.2 0.1 0.0 0.1 0.1
---*----------

MAX * 0.2 0.2 0.3 0.4 0.4 0.4 0.3 0.5 0.7 0.6 0.5 0.5 0.4 0.3 0.2 0.2 0.2 0.1 0.2 0.2
DEGR * 130 210 280 280 280 70 30 290 300 300 60 80 50 60 0 0 10 170 190 190

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
---*----------
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 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 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0

120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.2 0.2
170. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1
180. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
250. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
260. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
310. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
340. * 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
---*---
MAX * 0.2 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2
DEGR * 190 0 0 0 340 340 340 340 0 10 10 10 10 10 10 20 160 160 160 160

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE1 01 RE1 02 RE1 03 RE1 04 RE1 05 RE1 06 RE1 07 RE1 08 RE1 09 RE1 10 RE1 11 RE1 12 RE1 13 RE1 14 RE1 15 RE1 16 RE1 17 RE1 18 RE1 19 RE1 20
---*---
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
90. * 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1

140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1
160. * 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
170. * 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
200. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
210. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
220. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1 0.1 0.1 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.1 0.1 0.1
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.1
290. * 0.1 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
300. * 0.1 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.2 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.1 0.1
DEGR * 160 300 300 290 290 90 90 300 300 300 0 0 0 110 120 120 270 100 100 100

MODEL RESULTS

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

WIND ANGLE RANGE: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.2 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
50. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
60. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

160. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.0 0.1 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.0 0.1 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.1 0.0 0.0 0.1 0.1 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 0.2 0.1 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.2 0.1 0.2 0.1 0.2 0.1 0.1 0.0 0.0 0.0
---*---
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1
DEGR * 100 100 110 110 120 10 160 220 0 220 0 0 0 220 350 0 0 30 40 40

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
30. * 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
40. * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.0
50. * 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.0
60. * 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1
70. * 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.2 0.1 0.1
80. * 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.2 0.1 0.1
90. * 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.2 0.0 0.1
100. * 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.2 0.0 0.0
110. * 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.1 0.0 0.0
120. * 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.1 0.0 0.0
130. * 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
140. * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.2 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.0 0.1 0.2 0.1 0.1 0.0 0.0 0.0

180. * 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.1
190. * 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 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 0.0
270. * 0.0 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 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
----*-----------------------------------
MAX * 0.1 0.2 0.1 0.1 0.1 0.2 0.1 0.1 0.2 0.2 0.1
DEGR * 50 160 30 40 40 170 80 0 70 290 60

THE HIGHEST CONCENTRATION OF 0.170 PPM OCCURRED AT RECEPTOR REC69.

JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO RUN: 2018 EXISTING AM PEAK

DATE: 03/08/ 0
TIME: 14:52:01

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#* 60 70 70 70 220 70 80 220 230 230 230 220 90 200 150 240 250 0 0 260
----*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
15 * 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

```
 21 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0

                                                                      PAGE 15
 JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO          RUN: 2018 EXISTING AM PEAK

 DATE: 03/08/ 0
 TIME: 14:52:01


 RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
 THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

    *  COLINK (PPM)
    *  ANGLE (DEGREES)
    * REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
 LINK #*   0  260  260   10    0   10    0    0    0   20    0   10   10  130   10   10   10   20  130  190
 ------*------------------------------------------------------------------------------------------------
  1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 21 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0

                                                                      PAGE 16
 JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO          RUN: 2018 EXISTING AM PEAK

 DATE: 03/08/ 0
 TIME: 14:52:01


 RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
 THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR
```

```
   *  COLINK (PPM)
   *  ANGLE (DEGREES)
   * REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
LINK#*  190  190  190  190  190  200  310   30  110  120  120  100  100  140  260  260  100  110  130  240
-----*------------------------------------------------------------------------------------------------------------------------
  1 *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0
  8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0
 17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0
 18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 21 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0

                                                    PAGE 17
 JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO        RUN: 2018 EXISTING AM PEAK

 DATE: 03/08/ 0
 TIME: 14:52:01

 RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
 THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

   *  COLINK (PPM)
   *  ANGLE (DEGREES)
   * REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK#*  130  210  280  280  280   70   30  290  300  300   60   80   50   60    0    0   10  170  190  190
-----*------------------------------------------------------------------------------------------------------------------------
  1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
LINK #* 190 0 0 0 340 340 340 340 0 10 10 10 10 10 10 20 160 160 160 160
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120
LINK #* 160 300 300 290 290 90 90 300 300 300 0 0 0 110 120 120 270 100 100 100
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0
26 * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

PAGE 20
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2018 EXISTING AM PEAK

DATE: 03/08/ 0
TIME: 14:52:01

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
LINK #* 100 100 110 110 120 10 160 220 0 220 0 0 0 220 350 0 0 30 40 40
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0

11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
12 * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DATE: 03/08/ 0
TIME: 14:52:01

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
LINK #* 50 160 30 40 40 170 80 0 70 290 60
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
11 * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/08/2019 at 15:01:35

JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2018 EXISTING PM PEAK

DATE: 03/08/ 0
TIME: 15:01:35

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

SITE & METEOROLOGICAL VARIABLES
———————————

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES
——————

LINK DESCRIPTION	*	LINK COORDINATES (M)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(M)	(DEG)		(G/M)	(M)	(M)			(VEH)
1. FREE DORCHESTER N	*	330527.5	********	330523.0	********	*	223.	359.	AG	757.	2.9	0.0	10.0		
2. FREE BOSTON NE	*	330530.2	********	330654.7	********	*	148.	57.	AG	700.	2.9	0.0	10.0		
3. FREE BOSTON NE	*	330654.7	********	330720.7	********	*	77.	59.	AG	700.	2.9	0.0	10.0		
4. FREE BOSTON NE	*	330720.7	********	330759.0	********	*	46.	56.	AG	700.	2.9	0.0	10.0		
5. FREE BOSTON NE	*	330759.0	********	330821.5	********	*	82.	50.	AG	700.	2.9	0.0	10.0		
6. FREE PREBLE E	*	330531.9	********	330653.8	********	*	125.	103.	AG	670.	2.9	0.0	10.0		
7. FREE PREBLE E	*	330653.8	********	330712.2	********	*	59.	96.	AG	670.	2.9	0.0	10.0		
8. FREE PREBLE E	*	330712.2	********	330868.2	********	*	156.	89.	AG	670.	2.9	0.0	10.0		
9. FREE DORCHESTER S	*	330526.5	********	330528.9	********	*	288.	180.	AG	583.	2.9	0.0	10.0		
10. FREE BOSTON SW	*	330513.6	********	330457.6	********	*	141.	203.	AG	1093.	2.9	0.0	10.0		
11. FREE BOSTON SW	*	330457.6	********	330416.3	********	*	121.	200.	AG	1093.	2.9	0.0	10.0		
12. FREE SOUTHAMPTON W	*	330520.6	********	330224.6	********	*	306.	285.	AG	1251.	2.9	0.0	10.0		
13. QUEUE DORCHESTER SB	*	330523.4	********	330524.4	********	*	235.	0.	AG	27.	100.0	0.0	6.0	1.45	39.2
14. QUEUE BOSTON SWB	*	330539.9	********	330723.3	********	*	223.	55.	AG	28.	100.0	0.0	7.0	1.43	37.2
15. QUEUE BOSTON SWB	*	330575.9	********	330764.5	********	*	223.	58.	AG	28.	100.0	0.0	7.0	1.43	37.2
16. QUEUE PREBLE WB	*	330544.0	********	330773.2	********	*	235.	103.	AG	29.	100.0	0.0	6.0	1.59	39.2
17. QUEUE PREBLE WB	*	330635.4	********	330864.6	********	*	235.	103.	AG	29.	100.0	0.0	6.0	1.59	39.2
18. QUEUE PREBLE WB	*	330650.9	********	330884.8	********	*	235.	95.	AG	29.	100.0	0.0	6.0	1.59	39.2
19. QUEUE PREBLE WB	*	330683.0	********	330917.7	********	*	235.	92.	AG	29.	100.0	0.0	6.0	1.59	39.2
20. QUEUE DORCHESTER NB	*	330531.2	********	330532.4	********	*	155.	180.	AG	27.	100.0	0.0	6.0	1.35	25.8
21. QUEUE BOSTON NEB	*	330511.4	********	330384.8	********	*	297.	205.	AG	29.	100.0	0.0	6.0	1.69	49.4
22. QUEUE BOSTON NEB	*	330488.5	********	330369.5	********	*	297.	204.	AG	29.	100.0	0.0	6.0	1.69	49.4
23. QUEUE BOSTON NEB	*	330464.4	********	330365.4	********	*	297.	200.	AG	29.	100.0	0.0	6.0	1.69	49.4
24. QUEUE BOSTON NEB	*	330454.3	********	330352.3	********	*	297.	200.	AG	29.	100.0	0.0	6.0	1.69	49.4
25. QUEUE SOUTHAMPTON LE	*	330503.6	********	329758.0	********	*	776.	286.	AG	16.	100.0	0.0	3.0	****	129.3
26. QUEUE SOUTHAMPTON TRE	*	330502.7	********	329724.9	********	*	807.	286.	AG	16.	100.0	0.0	3.0	4.79	134.5

PAGE 2
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2018 EXISTING PM PEAK

DATE: 03/08/ 0
TIME: 15:01:35

ADDITIONAL QUEUE LINK PARAMETERS
————————————

LINK DESCRIPTION	*	CYCLE LENGTH	RED TIME	CLEARANCE LOST TIME	APPROACH VOL	SATURATION FLOWRATE	IDLE EMFAC	SIGNAL TYPE	ARRIVAL RATE
	*	(SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
13. QUEUE DORCHESTER SB	*	130	103	7.0	392	982	6.39	2	3
14. QUEUE BOSTON SWB	*	130	108	7.0	379	1327	6.39	2	3
15. QUEUE BOSTON SWB	*	130	108	7.0	379	1327	6.39	2	3
16. QUEUE PREBLE WB	*	130	110	6.0	334	1146	6.39	2	3
17. QUEUE PREBLE WB	*	130	110	6.0	334	1146	6.39	2	3
18. QUEUE PREBLE WB	*	130	110	6.0	334	1146	6.39	2	3
19. QUEUE PREBLE WB	*	130	110	6.0	334	1146	6.39	2	3
20. QUEUE DORCHESTER NB	*	130	103	7.0	292	784	6.39	2	3
21. QUEUE BOSTON NEB	*	130	111	7.0	392	1510	6.39	2	3
22. QUEUE BOSTON NEB	*	130	111	7.0	392	1510	6.39	2	3
23. QUEUE BOSTON NEB	*	130	111	7.0	392	1510	6.39	2	3
24. QUEUE BOSTON NEB	*	130	111	7.0	392	1510	6.39	2	3
25. QUEUE SOUTHAMPTON LE	*	130	119	4.0	241	523	6.39	2	3
26. QUEUE SOUTHAMPTON TRE	*	130	119	4.0	297	1624	6.39	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330546.6	********	1.8	*
2.	*	330567.7	********	1.8	*
3.	*	330588.7	********	1.8	*
4.	*	330609.7	********	1.8	*
5.	*	330630.7	********	1.8	*
6.	*	330650.3	********	1.8	*
7.	*	330671.8	********	1.8	*
8.	*	330693.3	********	1.8	*
9.	*	330714.8	********	1.8	*
10.	*	330716.2	********	1.8	*
11.	*	330736.9	********	1.8	*
12.	*	330753.9	********	1.8	*
13.	*	330773.0	********	1.8	*
14.	*	330792.2	********	1.8	*
15.	*	330811.4	********	1.8	*
16.	*	330827.0	********	1.8	*
17.	*	330807.8	********	1.8	*
18.	*	330788.7	********	1.8	*
19.	*	330769.5	********	1.8	*
20.	*	330763.8	********	1.8	*
21.	*	330743.0	********	1.8	*
22.	*	330725.1	********	1.8	*
23.	*	330703.6	********	1.8	*
24.	*	330682.1	********	1.8	*
25.	*	330660.6	********	1.8	*
26.	*	330659.2	********	1.8	*
27.	*	330638.2	********	1.8	*
28.	*	330617.1	********	1.8	*
29.	*	330596.1	********	1.8	*
30.	*	330575.1	********	1.8	*
31.	*	330554.1	********	1.8	*

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
32.	330518.5	*******	1.8
33.	330518.0	*******	1.8
34.	330517.5	*******	1.8
35.	330517.0	*******	1.8
36.	330516.5	*******	1.8
37.	330516.0	*******	1.8
38.	330515.5	*******	1.8
39.	330515.0	*******	1.8
40.	330531.5	*******	1.8
41.	330532.0	*******	1.8
42.	330532.5	*******	1.8
43.	330533.0	*******	1.8
44.	330533.5	*******	1.8
45.	330534.0	*******	1.8
46.	330534.5	*******	1.8
47.	330535.0	*******	1.8
48.	330533.8	*******	1.8
49.	330558.2	*******	1.8
50.	330582.6	*******	1.8
51.	330606.9	*******	1.8
52.	330631.3	*******	1.8
53.	330655.2	*******	1.8
54.	330680.0	*******	1.8
55.	330704.9	*******	1.8
56.	330712.5	*******	1.8
57.	330737.5	*******	1.8
58.	330762.5	*******	1.8
59.	330787.5	*******	1.8
60.	330812.5	*******	1.8
61.	330837.5	*******	1.8
62.	330862.5	*******	1.8
63.	330868.4	*******	1.8
64.	330843.4	*******	1.8
65.	330818.4	*******	1.8
66.	330793.4	*******	1.8
67.	330768.5	*******	1.8
68.	330743.5	*******	1.8
69.	330718.5	*******	1.8
70.	330711.3	*******	1.8
71.	330686.4	*******	1.8
72.	330661.6	*******	1.8
73.	330651.9	*******	1.8
74.	330627.5	*******	1.8
75.	330603.2	*******	1.8
76.	330578.8	*******	1.8
77.	330554.4	*******	1.8
78.	330535.2	*******	1.8
79.	330535.4	*******	1.8
80.	330535.6	*******	1.8
81.	330535.8	*******	1.8

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
82.	330536.0	*******	1.8
83.	330536.2	*******	1.8
84.	330536.5	*******	1.8
85.	330536.7	*******	1.8
86.	330536.9	*******	1.8
87.	330537.1	*******	1.8
88.	330537.3	*******	1.8
89.	330520.4	*******	1.8
90.	330520.2	*******	1.8
91.	330520.0	*******	1.8
92.	330519.8	*******	1.8
93.	330519.6	*******	1.8
94.	330519.4	*******	1.8
95.	330519.2	*******	1.8
96.	330518.9	*******	1.8
97.	330518.7	*******	1.8
98.	330518.5	*******	1.8
99.	330518.3	*******	1.8
100.	330518.1	*******	1.8
101.	330518.4	*******	1.8
102.	330494.2	*******	1.8
103.	330470.1	*******	1.8
104.	330445.9	*******	1.8
105.	330421.8	*******	1.8
106.	330397.6	*******	1.8
107.	330373.5	*******	1.8
108.	330349.3	*******	1.8
109.	330325.2	*******	1.8
110.	330301.0	*******	1.8
111.	330276.8	*******	1.8
112.	330252.7	*******	1.8
113.	330228.5	*******	1.8
114.	330226.8	*******	1.8
115.	330250.9	*******	1.8
116.	330275.1	*******	1.8
117.	330299.2	*******	1.8
118.	330323.4	*******	1.8
119.	330347.6	*******	1.8
120.	330371.7	*******	1.8
121.	330395.9	*******	1.8
122.	330420.0	*******	1.8
123.	330444.2	*******	1.8
124.	330468.3	*******	1.8
125.	330492.5	*******	1.8
126.	330516.7	*******	1.8
127.	330521.4	*******	1.8
128.	330511.5	*******	1.8
129.	330501.5	*******	1.8

130.	*	330491.6	********	1.8 *
131.	*	330481.7	********	1.8 *

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
132.	*	330471.8	********	1.8	*
133.	*	330465.5	********	1.8	*
134.	*	330456.9	********	1.8	*
135.	*	330448.4	********	1.8	*
136.	*	330439.8	********	1.8	*
137.	*	330431.3	********	1.8	*
138.	*	330408.3	********	1.8	*
139.	*	330416.9	********	1.8	*
140.	*	330425.4	********	1.8	*
141.	*	330434.0	********	1.8	*
142.	*	330442.5	********	1.8	*
143.	*	330449.8	********	1.8	*
144.	*	330459.7	********	1.8	*
145.	*	330469.7	********	1.8	*
146.	*	330479.6	********	1.8	*
147.	*	330489.5	********	1.8	*
148.	*	330499.4	********	1.8	*
149.	*	330535.9	********	1.8	*
150.	*	330512.4	********	1.8	*
151.	*	330537.5	********	1.8	*

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: 0-350.

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	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1
10.	*	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1
20.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1
30.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
40.	*	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
50.	*	0.1	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60.	*	0.3	0.3	0.2	0.3	0.3	0.3	0.2	0.3	0.2	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

70. * 0.2 0.3 0.5 0.5 0.4 0.4 0.4 0.3 0.3 0.3 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.2 0.3 0.3 0.3 0.3 0.4 0.4 0.2 0.3 0.3 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
90. * 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.3 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.1 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
140. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
150. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
160. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
170. * 0.2 0.2 0.3 0.3 0.3 0.2 0.3 0.2 0.2 0.1 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
180. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
190. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
200. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
210. * 0.2 0.2 0.3 0.3 0.4 0.4 0.3 0.3 0.3 0.3 0.3 0.2 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.2 0.3 0.4 0.4 0.4 0.3 0.4 0.4 0.4 0.2 0.3 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.1 0.3 0.3 0.4 0.4 0.4 0.4 0.4 0.4 0.3 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.1 0.2 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.2 0.2 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1
250. * 0.0 0.0 0.0 0.1 0.1 0.2 0.3 0.3 0.3 0.3 0.2 0.1 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.2
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.2
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2
280. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2
290. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2
300. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2
310. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
330. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
---*---
MAX * 0.3 0.3 0.5 0.5 0.4 0.4 0.4 0.4 0.4 0.4 0.3 0.3 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2
DEGR * 60 60 70 70 70 70 70 220 220 220 210 220 60 70 130 240 0 250 250 250

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.-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
---*---
0. * 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0
10. * 0.2 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0
20. * 0.2 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0
30. * 0.1 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
40. * 0.0 0.1 0.1 0.2 0.2 0.2 0.2 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
50. * 0.0 0.0 0.0 0.2 0.2 0.2 0.1 0.1 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0

```
 90. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
240. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
250. * 0.1 0.2 0.2 0.2 0.3 0.3 0.2 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
260. * 0.1 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
270. * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
280. * 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
290. * 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
300. * 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.3 0.3 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
310. * 0.2 0.1 0.2 0.2 0.1 0.1 0.2 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.2 0.1 0.2 0.2 0.1 0.1 0.2 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.2 0.1 0.2 0.2 0.1 0.1 0.2 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
340. * 0.2 0.1 0.2 0.2 0.1 0.1 0.2 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.2 0.1 0.2 0.2 0.2 0.1 0.2 0.3 0.3 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
-----*-----------------------------------------------------------------------
MAX * 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.2 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2
DEGR * 0 0 260 260 10 10 0 0 0 20 0 60 0 0 0 0 10 10 30 180
```


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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
-----*-----------------------------------------------------------------------
  0. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 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 0.0 0.0 0.1 0.2 0.2 0.3 0.1 0.1 0.0 0.0
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.3 0.4 0.2 0.3 0.4 0.3 0.2 0.2 0.2
```

110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.3 0.4 0.4 0.4 0.5 0.3 0.3 0.2 0.2
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.4 0.5 0.5 0.4 0.3 0.3 0.3 0.2
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.4 0.5 0.3 0.3 0.3 0.2
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.3 0.4 0.5 0.4 0.5 0.3 0.3 0.3 0.2
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.4 0.4 0.4 0.5 0.3 0.3 0.3 0.2
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.4 0.4 0.3 0.3 0.2 0.2
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.3 0.4 0.4 0.4 0.3 0.3 0.2 0.2
180. * 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.4 0.3 0.3 0.2 0.2
190. * 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.4 0.3 0.3 0.2 0.2
200. * 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.4 0.3 0.3 0.2 0.2
210. * 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.4 0.5 0.3 0.3 0.3 0.2 0.2
220. * 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.5 0.3 0.3 0.3 0.2
230. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.5 0.3 0.3 0.3 0.2
240. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.5 0.3 0.3 0.3 0.3
250. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.5 0.2 0.3 0.3 0.3
260. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.2 0.2 0.2 0.3 0.3 0.5 0.5 0.2 0.2 0.3 0.3
270. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.2 0.1 0.3 0.3 0.2 0.1 0.1 0.1
280. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.1 0.1 0.2 0.1 0.0 0.2 0.0 0.0 0.0 0.0
290. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.4 0.5 0.5 0.5 0.3 0.3 0.3 0.3
DEGR * 180 180 190 190 200 210 230 30 110 110 110 100 100 140 260 260 100 110 120 240

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*---
0. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.5 0.4 0.4 0.4 0.2 0.2 0.2 0.2 0.2 0.0 0.1 0.1
10. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.5 0.4 0.5 0.4 0.2 0.2 0.2 0.2 0.2 0.0 0.0 0.0
20. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.5 0.4 0.5 0.4 0.3 0.2 0.2 0.2 0.2 0.0 0.0 0.0
30. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.5 0.4 0.5 0.4 0.3 0.2 0.2 0.2 0.2 0.0 0.0 0.0
40. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.5 0.5 0.5 0.4 0.4 0.2 0.2 0.2 0.2 0.0 0.0 0.0
50. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.5 0.5 0.5 0.4 0.4 0.2 0.2 0.2 0.2 0.0 0.0 0.0
60. * 0.0 0.0 0.2 0.2 0.2 0.3 0.3 0.3 0.5 0.5 0.5 0.4 0.4 0.3 0.2 0.2 0.2 0.0 0.0 0.0
70. * 0.0 0.0 0.2 0.1 0.3 0.4 0.3 0.3 0.6 0.6 0.5 0.4 0.4 0.3 0.2 0.2 0.2 0.0 0.0 0.0
80. * 0.0 0.0 0.2 0.2 0.3 0.4 0.3 0.3 0.7 0.6 0.4 0.5 0.4 0.4 0.2 0.2 0.2 0.0 0.0 0.0
90. * 0.0 0.0 0.2 0.2 0.3 0.3 0.2 0.3 0.6 0.5 0.4 0.4 0.3 0.3 0.2 0.2 0.2 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.2 0.3 0.2 0.1 0.3 0.4 0.3 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.0 0.0 0.0
110. * 0.2 0.0 0.1 0.1 0.2 0.1 0.1 0.3 0.4 0.3 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.2 0.1 0.2 0.1 0.2 0.1 0.1 0.3 0.3 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

130. * 0.2 0.1 0.1 0.1 0.2 0.1 0.1 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.2 0.0 0.1 0.1 0.1 0.0 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
180. * 0.2 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1
190. * 0.2 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
200. * 0.2 0.1 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
210. * 0.2 0.2 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
220. * 0.2 0.2 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
230. * 0.2 0.2 0.1 0.1 0.1 0.0 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2
240. * 0.2 0.2 0.1 0.1 0.2 0.1 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
250. * 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
260. * 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.3 0.3 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
270. * 0.0 0.0 0.4 0.3 0.4 0.5 0.3 0.3 0.3 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
280. * 0.0 0.0 0.4 0.4 0.4 0.4 0.5 0.3 0.4 0.3 0.2 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
290. * 0.0 0.0 0.3 0.3 0.3 0.4 0.3 0.5 0.6 0.6 0.2 0.2 0.2 0.2 0.1 0.0 0.1 0.1 0.1 0.1
300. * 0.0 0.0 0.3 0.2 0.3 0.4 0.3 0.3 0.7 0.6 0.4 0.2 0.2 0.2 0.2 0.1 0.0 0.1 0.1 0.1
310. * 0.0 0.0 0.2 0.2 0.2 0.4 0.3 0.3 0.5 0.5 0.4 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.2
320. * 0.0 0.0 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.5 0.4 0.2 0.3 0.2 0.2 0.2 0.1 0.0 0.2 0.2
330. * 0.0 0.0 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.5 0.4 0.2 0.3 0.2 0.2 0.2 0.1 0.0 0.2 0.2
340. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.3 0.3 0.2 0.2 0.2 0.2 0.0 0.2 0.2
350. * 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.5 0.4 0.4 0.4 0.2 0.2 0.2 0.2 0.2 0.0 0.1 0.2
----*----------
MAX * 0.2 0.2 0.4 0.4 0.4 0.5 0.5 0.5 0.7 0.6 0.5 0.5 0.4 0.4 0.2 0.2 0.2 0.2 0.2 0.2
DEGR * 110 210 270 280 270 270 280 290 300 70 70 80 40 80 0 0 0 180 190 190

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
----*----------
0. * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
10. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.2
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.1 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.1
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.1

150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.1
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2
170. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2
180. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
200. * 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2
210. * 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2
220. * 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.3
230. * 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
240. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
250. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
260. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
270. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
280. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2
290. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2
300. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2
310. * 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.2
320. * 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
330. * 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
340. * 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
350. * 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
---*---
MAX * 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3
DEGR * 190 190 190 200 350 200 210 310 0 0 10 10 10 10 20 20 30 40 310 220

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120
---*---
0. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
60. * 0.0 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
70. * 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
80. * 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
90. * 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.2 0.2 0.1 0.1 0.1 0.1 0.1
130. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1
140. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1
160. * 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1

170. * 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
180. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
190. * 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
200. * 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
210. * 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
220. * 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1 0.1 0.1 0.1
270. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.1 0.1 0.1
280. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.1 0.1 0.1
290. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1
300. * 0.3 0.4 0.4 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
---*---
MAX * 0.3 0.4 0.4 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.3 0.2 0.2 0.2 0.1 0.1 0.1
DEGR * 210 300 300 70 70 70 70 70 80 80 90 90 90 120 110 120 270 100 100 100

MODEL RESULTS

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

WIND ANGLE RANGE: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.2 0.2 0.2 0.3 0.3 0.4 0.4 0.5 0.5 0.6 0.3 0.2 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.2 0.2 0.2 0.3 0.3 0.3 0.5 0.5 0.5 0.6 0.4 0.3 0.2
20. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.2 0.2 0.3 0.3 0.3 0.4 0.3 0.4 0.4 0.5 0.5 0.4
30. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.3 0.3 0.0 0.0 0.1 0.1 0.7 0.6 0.4
40. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.7 0.7 0.6
50. * 0.0 0.0 0.0 0.0 0.0 0.3 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.5 0.6 0.5
60. * 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.5 0.5 0.5
70. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.5 0.5 0.5
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.5 0.5 0.5
90. * 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.5 0.5 0.5
100. * 0.1 0.1 0.1 0.0 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.5 0.5 0.5
110. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.5 0.5
120. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.5 0.5
130. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.5 0.5
140. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.5 0.5
150. * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.5 0.5
160. * 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.5 0.5
170. * 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.6 0.5
180. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.5 0.6 0.5

190. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.2 0.6 0.7 0.6
200. * 0.1 0.1 0.1 0.1 0.1 0.3 0.2 0.2 0.3 0.2 0.3 0.5 0.5 0.4 0.4 0.2 0.2 0.4 0.4 0.3
210. * 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.5 0.5 0.4 0.5 0.4 0.4 0.4 0.3
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.3 0.4 0.3 0.3 0.4 0.5 0.5 0.5 0.4 0.5 0.4 0.3 0.2
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.5 0.4 0.5 0.5 0.5 0.4 0.2 0.2 0.1
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.4 0.4 0.5 0.5 0.5 0.5 0.2 0.1 0.1
250. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.4 0.4 0.5 0.5 0.5 0.4 0.2 0.1 0.1
260. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.3 0.4 0.5 0.5 0.5 0.4 0.2 0.1 0.1
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.5 0.5 0.5 0.4 0.2 0.1 0.1
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.5 0.5 0.4 0.4 0.2 0.1 0.1
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.5 0.5 0.4 0.4 0.2 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.3 0.2 0.3 0.3 0.3 0.4 0.5 0.5 0.4 0.4 0.2 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.3 0.2 0.3 0.3 0.3 0.4 0.5 0.5 0.4 0.4 0.2 0.1 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.3 0.2 0.3 0.3 0.3 0.4 0.5 0.5 0.4 0.4 0.2 0.1 0.1
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.3 0.3 0.4 0.5 0.5 0.5 0.4 0.2 0.1 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.3 0.3 0.4 0.5 0.5 0.5 0.5 0.2 0.1 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.3 0.3 0.4 0.4 0.5 0.5 0.5 0.2 0.1 0.1
---*---
MAX * 0.1 0.1 0.1 0.1 0.1 0.3 0.3 0.3 0.4 0.3 0.4 0.5 0.5 0.5 0.5 0.5 0.6 0.7 0.7 0.6
DEGR * 100 100 100 110 110 50 90 210 220 210 210 230 220 340 350 350 0 40 190 40

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
---*---
0. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
10. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
20. * 0.3 0.2 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.1 0.0
30. * 0.4 0.3 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.0
40. * 0.5 0.4 0.3 0.3 0.2 0.2 0.1 0.0 0.0 0.1 0.0
50. * 0.5 0.4 0.3 0.3 0.2 0.2 0.1 0.1 0.1 0.1 0.0
60. * 0.6 0.4 0.3 0.3 0.3 0.2 0.1 0.1 0.1 0.1 0.1
70. * 0.5 0.4 0.3 0.3 0.3 0.2 0.2 0.1 0.2 0.1 0.2
80. * 0.5 0.4 0.3 0.3 0.3 0.2 0.2 0.1 0.2 0.1 0.2
90. * 0.5 0.4 0.4 0.3 0.3 0.2 0.2 0.1 0.2 0.0 0.1
100. * 0.5 0.4 0.4 0.3 0.3 0.2 0.2 0.1 0.2 0.1 0.0
110. * 0.5 0.4 0.3 0.3 0.3 0.2 0.2 0.1 0.2 0.1 0.0
120. * 0.5 0.4 0.4 0.3 0.3 0.2 0.2 0.1 0.2 0.1 0.0
130. * 0.5 0.5 0.4 0.3 0.3 0.2 0.2 0.1 0.2 0.1 0.0
140. * 0.5 0.5 0.4 0.3 0.3 0.2 0.2 0.2 0.1 0.1 0.0
150. * 0.5 0.5 0.4 0.3 0.3 0.3 0.2 0.2 0.1 0.1 0.0
160. * 0.5 0.5 0.4 0.3 0.3 0.3 0.2 0.2 0.0 0.1 0.0
170. * 0.6 0.5 0.4 0.3 0.3 0.3 0.2 0.2 0.0 0.2 0.0
180. * 0.6 0.5 0.5 0.4 0.3 0.3 0.2 0.2 0.0 0.2 0.1
190. * 0.6 0.5 0.5 0.5 0.3 0.3 0.3 0.2 0.0 0.2 0.2
200. * 0.5 0.5 0.5 0.4 0.3 0.3 0.3 0.2 0.1 0.2 0.2

210. * 0.3 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1
220. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.0
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1
---*---
MAX * 0.6 0.5 0.5 0.5 0.3 0.3 0.3 0.2 0.2 0.2 0.2
DEGR * 60 200 200 190 60 150 190 140 70 170 70

THE HIGHEST CONCENTRATION OF 0.70 PPM OCCURRED AT RECEPTOR REC69.

PAGE 14
JOB: 267 OLD COLONY #1 6-WAY DORCHESTER/BOSTO RUN: 2018 EXISTING PM PEAK

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#* 60 60 70 70 70 70 70 220 220 220 210 220 60 70 130 240 0 250 250 250
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.1 0.1 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
LINK #* 0 0 260 260 10 10 0 0 0 20 0 60 0 0 0 0 10 10 30 180
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
14 * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 41 REC 42 REC 43 REC 44 REC 45 REC 46 REC 47 REC 48 REC 49 REC 50 REC 51 REC 52 REC 53 REC 54 REC 55 REC 56 REC 57 REC 58 REC 59 REC 60
LINK #* 180 180 190 190 200 210 230 30 110 110 110 100 100 140 260 260 100 110 120 240
---*---
1 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO RUN: 2018 EXISTING PM PEAK

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK #* 110 210 270 280 270 270 280 290 300 70 70 80 40 80 0 0 0 180 190 190
———*——

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
LINK #* 190 190 190 200 350 200 210 310 0 0 10 10 10 10 20 20 30 40 310 220
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)

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    * RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116 RE117 RE118 RE119 RE120
LINK#*  210  300  300   70   70   70   70   70   80   80   90   90   90  120  110  120  270  100  100  100
-----*------------------------------------------------------------------------------------------------------------------------
  1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.1  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.1
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 21 *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 25 *  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0
 26 *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0
```



```
JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO          RUN: 2018 EXISTING PM PEAK

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

    *  CO LINK (PPM)
    *  ANGLE (DEGREES)
    * RE121 RE122 RE123 RE124 RE125 RE126 RE127 RE128 RE129 RE130 RE131 RE132 RE133 RE134 RE135 RE136 RE137 RE138 RE139 RE140
LINK#*  100  100  100  110  110   50   90  210  220  210  210  230  220  340  350  350    0   40  190   40
-----*------------------------------------------------------------------------------------------------------------------------
  1 *  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 12 *  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #1 6-WAY DOR CHESTER/BOSTO RUN: 2018 EXISTING PM PEAK

DATE: 03/08/ 0
TIME: 15:01:35

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE141 RE142 RE143 RE144 RE145 RE146 RE147 RE148 RE149 RE150 RE151
LINK #* 60 200 200 190 60 150 190 140 70 170 70
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0
11 * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0
22 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
23 * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/11/2019 at 11:34:39

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 BUILD AM PEAK

DATE: 03/11/ 0
TIME: 11:34:39

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

SITE & METEOROLOGICAL VARIABLES

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) *				LENGTH	BRG	TYPE	VPH	EF	H	W	V/C QUEUE
	* X1	Y1	X2	Y2 *	(M)	(DEG)		(G/M)	(M)	(M)		(VEH)
1. FREE BOSTON E	* 330849.6	********	330906.0	******** *	72.	51.	AG	1058.	2.0	0.0	16.0	
2. FREE BOSTON E	* 330906.0	********	330959.3	******** *	68.	52.	AG	1058.	2.0	0.0	16.0	
3. FREE BOSTON E	* 330959.3	********	330979.5	******** *	26.	52.	AG	1058.	2.0	0.0	16.0	
4. FREE BOSTON E	* 330979.5	********	331025.6	******** *	61.	49.	AG	1058.	2.0	0.0	16.0	
5. FREE BOSTON E	* 331025.6	********	331051.5	******** *	37.	45.	AG	1058.	2.0	0.0	16.0	
6. FREE BOSTON E	* 331051.5	********	331087.7	******** *	45.	53.	AG	1058.	2.0	0.0	16.0	
7. FREE BOSTON E	* 331087.7	********	331110.9	******** *	29.	54.	AG	1058.	2.0	0.0	16.0	
8. FREE COLONY S	* 330846.2	********	330864.1	******** *	49.	159.	AG	1800.	2.0	0.0	16.0	
9. FREE COLONY S	* 330864.1	********	330875.5	******** *	46.	166.	AG	1800.	2.0	0.0	16.0	
10. FREE COLONY S	* 330875.5	********	330883.9	******** *	50.	170.	AG	1800.	2.0	0.0	16.0	
11. FREE COLONY S	* 330883.9	********	330887.0	******** *	58.	177.	AG	1800.	2.0	0.0	16.0	
12. FREE COLONY S	* 330887.0	********	330895.0	******** *	22.	158.	AG	1800.	2.0	0.0	16.0	
13. FREE BOSTON W	* 330840.9	********	330815.0	******** *	36.	226.	AG	765.	2.0	0.0	16.0	
14. FREE BOSTON W	* 330815.0	********	330777.3	******** *	49.	230.	AG	765.	2.0	0.0	16.0	
15. FREE BOSTON W	* 330777.3	********	330740.3	******** *	44.	238.	AG	765.	2.0	0.0	16.0	
16. FREE BOSTON W	* 330740.3	********	330637.5	******** *	120.	239.	AG	765.	2.0	0.0	16.0	
17. FREE BOSTON W	* 330637.5	********	330585.3	******** *	62.	237.	AG	765.	2.0	0.0	16.0	
18. FREE BOSTON W	* 330585.3	********	330546.8	******** *	46.	236.	AG	765.	2.0	0.0	16.0	
19. FREE COLONY N	* 330845.4	********	330831.7	******** *	36.	338.	AG	1765.	2.0	0.0	16.0	
20. FREE COLONY N	* 330831.7	********	330690.0	******** *	343.	336.	AG	1765.	2.0	0.0	16.0	
21. QUEUE BOSTON WB	* 330856.5	********	331379.6	******** *	669.	51.	AG	13.	100.0	0.0	8.0	3.26 111.5
22. QUEUE BOSTON WB	* 330909.8	********	331431.3	******** *	669.	51.	AG	13.	100.0	0.0	8.0	3.26 111.5
23. QUEUE BOSTON WB	* 330965.8	********	331491.9	******** *	669.	52.	AG	13.	100.0	0.0	8.0	3.26 111.5
24. QUEUE BOSTON WB	* 330997.0	********	331493.4	******** *	669.	48.	AG	13.	100.0	0.0	8.0	3.26 111.5
25. QUEUE COLONY NB	* 330857.3	********	331156.8	******** *	976.	162.	AG	11.	100.0	0.0	8.0	1.86 162.6
26. QUEUE COLONY NB	* 330874.4	********	331065.5	******** *	976.	169.	AG	11.	100.0	0.0	8.0	1.86 162.6
27. QUEUE COLONY NB	* 330883.1	********	330995.8	******** *	976.	173.	AG	11.	100.0	0.0	8.0	1.86 162.6
28. QUEUE BOSTON EB	* 330835.2	********	330611.6	******** *	299.	228.	AG	13.	100.0	0.0	8.0	1.94 49.8
29. QUEUE BOSTON EB	* 330784.9	********	330529.8	******** *	299.	239.	AG	13.	100.0	0.0	8.0	1.94 49.8
30. QUEUE BOSTON EB	* 330626.4	********	330379.4	******** *	299.	236.	AG	13.	100.0	0.0	8.0	1.94 49.8
31. QUEUE COLONY SB	* 330836.3	********	330733.7	******** *	257.	337.	AG	11.	100.0	0.0	8.0	1.38 42.9

DATE: 03/11/ 0
TIME: 11:34:39

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EMFAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
21. QUEUE BOSTON WB	*	90	75	5.0	574	993	2.94	2	3
22. QUEUE BOSTON WB	*	90	75	5.0	574	993	2.94	2	3
23. QUEUE BOSTON WB	*	90	75	5.0	574	993	2.94	2	3
24. QUEUE BOSTON WB	*	90	75	5.0	574	993	2.94	2	3
25. QUEUE COLONY NB	*	90	61	6.0	1262	1461	2.94	2	3
26. QUEUE COLONY NB	*	90	61	6.0	1262	1461	2.94	2	3
27. QUEUE COLONY NB	*	90	61	6.0	1262	1461	2.94	2	3
28. QUEUE BOSTON EB	*	90	75	5.0	351	1014	2.94	2	3
29. QUEUE BOSTON EB	*	90	75	5.0	351	1014	2.94	2	3
30. QUEUE BOSTON EB	*	90	75	5.0	351	1014	2.94	2	3
31. QUEUE COLONY SB	*	90	61	6.0	507	786	2.94	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330861.9	********	1.8	*
2.	*	330881.3	********	1.8	*
3.	*	330898.9	********	1.8	*
4.	*	330918.6	********	1.8	*
5.	*	330938.2	********	1.8	*
6.	*	330952.1	********	1.8	*
7.	*	330971.6	********	1.8	*
8.	*	330972.2	********	1.8	*
9.	*	330991.2	********	1.8	*
10.	*	331010.2	********	1.8	*
11.	*	331017.8	********	1.8	*
12.	*	331035.5	********	1.8	*
13.	*	331044.6	********	1.8	*
14.	*	331064.7	********	1.8	*
15.	*	331080.9	********	1.8	*
16.	*	331101.0	********	1.8	*
17.	*	331117.7	********	1.8	*
18.	*	331097.6	********	1.8	*
19.	*	331094.6	********	1.8	*
20.	*	331074.5	********	1.8	*
21.	*	331059.0	********	1.8	*
22.	*	331041.4	********	1.8	*
23.	*	331033.1	********	1.8	*
24.	*	331014.0	********	1.8	*
25.	*	330995.0	********	1.8	*
26.	*	330986.7	********	1.8	*
27.	*	330967.3	********	1.8	*
28.	*	330966.4	********	1.8	*
29.	*	330946.8	********	1.8	*
30.	*	330927.1	********	1.8	*
31.	*	330913.2	********	1.8	*
32.	*	330893.7	********	1.8	*
33.	*	330874.2	********	1.8	*

34.	*	330825.2	********	1.8 *

DATE: 03/11/ 0
TIME: 11:34:39

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z *
35.	*	330821.2	********	1.8 *
36.	*	330810.8	********	1.8 *
37.	*	330800.5	********	1.8 *
38.	*	330790.2	********	1.8 *
39.	*	330779.8	********	1.8 *
40.	*	330769.5	********	1.8 *
41.	*	330759.2	********	1.8 *
42.	*	330748.8	********	1.8 *
43.	*	330738.5	********	1.8 *
44.	*	330728.2	********	1.8 *
45.	*	330717.8	********	1.8 *
46.	*	330707.5	********	1.8 *
47.	*	330697.2	********	1.8 *
48.	*	330686.9	********	1.8 *
49.	*	330700.5	********	1.8 *
50.	*	330710.8	********	1.8 *
51.	*	330721.1	********	1.8 *
52.	*	330731.5	********	1.8 *
53.	*	330741.8	********	1.8 *
54.	*	330752.1	********	1.8 *
55.	*	330762.4	********	1.8 *
56.	*	330772.8	********	1.8 *
57.	*	330783.1	********	1.8 *
58.	*	330793.4	********	1.8 *
59.	*	330803.8	********	1.8 *
60.	*	330814.1	********	1.8 *
61.	*	330824.4	********	1.8 *
62.	*	330834.8	********	1.8 *
63.	*	330842.3	********	1.8 *
64.	*	330851.9	********	1.8 *
65.	*	330866.0	********	1.8 *
66.	*	330875.2	********	1.8 *
67.	*	330881.4	********	1.8 *
68.	*	330886.8	********	1.8 *
69.	*	330891.0	********	1.8 *
70.	*	330895.4	********	1.8 *
71.	*	330896.7	********	1.8 *
72.	*	330898.1	********	1.8 *
73.	*	330875.5	********	1.8 *
74.	*	330874.2	********	1.8 *
75.	*	330872.8	********	1.8 *
76.	*	330872.4	********	1.8 *
77.	*	330868.2	********	1.8 *
78.	*	330864.2	********	1.8 *
79.	*	330858.1	********	1.8 *
80.	*	330853.1	********	1.8 *

81.	*	330844.1	********	1.8	*
82.	*	330830.9	********	1.8	*
83.	*	330822.3	********	1.8	*
84.	*	330803.1	********	1.8	*

DATE: 03/11/ 0
TIME: 11:34:39

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
85.	*	330783.5	********	1.8	*
86.	*	330762.4	********	1.8	*
87.	*	330746.3	********	1.8	*
88.	*	330724.9	********	1.8	*
89.	*	330703.6	********	1.8	*
90.	*	330682.2	********	1.8	*
91.	*	330660.8	********	1.8	*
92.	*	330643.6	********	1.8	*
93.	*	330622.7	********	1.8	*
94.	*	330601.8	********	1.8	*
95.	*	330591.6	********	1.8	*
96.	*	330570.8	********	1.8	*
97.	*	330540.4	********	1.8	*
98.	*	330561.2	********	1.8	*
99.	*	330579.0	********	1.8	*
100.	*	330599.9	********	1.8	*
101.	*	330620.8	********	1.8	*
102.	*	330631.5	********	1.8	*
103.	*	330652.9	********	1.8	*
104.	*	330674.2	********	1.8	*
105.	*	330695.6	********	1.8	*
106.	*	330717.0	********	1.8	*
107.	*	330734.2	********	1.8	*
108.	*	330755.3	********	1.8	*
109.	*	330770.5	********	1.8	*
110.	*	330789.8	********	1.8	*
111.	*	330807.3	********	1.8	*
112.	*	330825.3	********	1.8	*
113.	*	330842.0	********	1.8	*
114.	*	330832.5	********	1.8	*
115.	*	330851.2	********	1.8	*
116.	*	330861.8	********	1.8	*

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: 0-350.

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
---*----------
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
60. * 0.1 0.1 0.3 0.2 0.2 0.2 0.4 0.4 0.3 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
70. * 0.2 0.1 0.2 0.3 0.2 0.2 0.4 0.4 0.4 0.2 0.2 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
80. * 0.2 0.0 0.1 0.1 0.1 0.3 0.4 0.4 0.2 0.0 0.1 0.0 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0
90. * 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0
210. * 0.0 0.1 0.1 0.0 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.1 0.2 0.1 0.0 0.0 0.0 0.0
220. * 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
300. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
310. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
---*----------
MAX * 0.2 0.1 0.3 0.3 0.2 0.3 0.4 0.4 0.4 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1
DEGR * 70 60 60 70 60 80 60 60 70 70 70 120 70 60 80 180 260 0 0 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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
-----*-------------------------------------------------------------------
  0. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 10. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 20. *  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 30. *  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 40. *  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 50. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 60. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 70. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 80. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 90. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
100. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
110. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
120. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
130. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
140. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
150. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1
160. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
180. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
190. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
200. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
210. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
220. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
230. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
240. *  0.0  0.0  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
250. *  0.1  0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
260. *  0.1  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
270. *  0.1  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
280. *  0.1  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
290. *  0.1  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
300. *  0.0  0.1  0.0  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
330. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
340. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
350. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.1  0.1  0.1  0.1  0.1
-----*-------------------------------------------------------------------
MAX. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.1  0.1
DEGR.*    0    0    0    0    0    0    0    0    0    0    0    0    0  320   20  350  350  350    0    0    0    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:  0-350.
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
```

```
___*_____________________________________________________
  0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 20. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 30. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 40. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 50. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 60. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 70. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 80. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 90. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0
160. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
330. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
340. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
___*_____________________________________________________
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 0   0   0   0   0   0   0   0 150 150 150 150 150 150 150 150 150 150 160 160
```


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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)*REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
___*_____________________________________________________
  0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1
```

10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
50. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1
60. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
70. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
80. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
90. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
100. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.1
160. * 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.0 0.1 0.1 0.1 0.2 0.1 0.0 0.1
170. * 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.1 0.2 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
180. * 0.1 0.2 0.1 0.2 0.3 0.1 0.4 0.3 0.3 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.4 0.2 0.3 0.2 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.3 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.4 0.3 0.2 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.2 0.3 0.3 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.3 0.1 0.3 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
----*----------
MAX * 0.1 0.2 0.1 0.2 0.3 0.1 0.4 0.3 0.4 0.3 0.3 0.3 0.1 0.1 0.2 0.1 0.2 0.1 0.2 0.1
DEGR * 160 180 170 50 180 170 180 180 330 330 190 190 0 10 50 0 160 0 150 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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
----*----------
0. * 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10. * 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20. * 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

```
 30. * 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 40. * 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 50. * 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 60. * 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 70. * 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 80. * 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 90. * 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.1 0.1 0.1 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0
260. * 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.1 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 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
____*_____________________________________________________________________
MAX. * 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0
DEGR.*  0  50 240 240 250 250 270  60   0  30  30  30   0 250   0 250   0   0   0   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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116
____*_____________________________________________________________________
  0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.0 0.1
 10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1
 20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1
 30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1
 40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0
```

```
 50. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0
 60. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.0  0.0
 70. *  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.1  0.0
 80. *  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0
 90. *  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0
100. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0
110. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0
120. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0
130. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0
140. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0
150. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0
160. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
180. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
190. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
200. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
210. *  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
220. *  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
230. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
240. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
250. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
260. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
270. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
280. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0
290. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0
300. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.1
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.2
330. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1
340. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0
350. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.0  0.1
----*-------------------------------------------------------------------------------------
MAX *  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.1  0.2  0.2  0.2  0.2
DEGR *  0  70  80   0 210 210 210   0   0   0   0   0   0   0 310 320

THE HIGHEST CONCENTRATION OF  0.40 PPM OCCURRED AT RECEPTOR REC7.
                                                                      PAGE 11
  JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE        RUN: 2025 BUILD AM PEAK

  DATE: 03/11/ 0
  TIME: 11:34:39

  RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
  THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

    *  CO LINK (PPM)
    *  ANGLE (DEGREES)
    * REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#*  70  60  60  70  60  80  60  60  70  70  70 120  70  60  80 180 260   0   0   0
----*-------------------------------------------------------------------------------------
  1 *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.1
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0
  8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER RUN: 2025 BUILD AM PEAK

DATE: 03/11/ 0
TIME: 11:34:39

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
LINK #* 0 0 0 0 0 0 0 0 0 0 0 0 320 20 350 350 350 0 0 0
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0

DATE: 03/11/ 0
TIME: 11:34:39

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

LINK#	*	0	0	0	0	0	0	0	0	150	150	150	150	150	150	150	150	150	150	160	160
1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
21	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DATE: 08/11/ 0
TIME: 11:34:39

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK #* 160 180 170 50 180 170 180 180 330 330 190 190 0 10 50 0 160 0 150 0
---*---

1 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
9 * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

PAGE 15
JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 BUILD AMPEAK

DATE: 08/11/ 0
TIME: 11:34:39

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
LINK #* 0 50 240 240 250 250 270 60 0 30 30 30 0 250 0 250 0 0 0 0
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DATE: 08/11/ 0
TIME: 11:34:39

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116
LINK #* 0 70 80 0 210 210 210 0 0 0 0 0 0 0 310 320
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

16 * 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/11/2019 at 11:38:25

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 BUILD PM PEAK

DATE: 03/11/ 0
TIME: 11:38:25

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

SITE & METEOROLOGICAL VARIABLES

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M)				* LENGTH	BRG	TYPE	VPH	EF	H	W	VC	QUEUE
	* X1	Y1	X2	Y2	* (M)	(DEG)		(G/M)	(M)	(M)			
1. FREE BOSTON E	* 330849.6	********	330906.0	********	* 72.	51.	AG	1142.	2.0	0.0	16.0		
2. FREE BOSTON E	* 330906.0	********	330959.3	********	* 68.	52.	AG	1142.	2.0	0.0	16.0		
3. FREE BOSTON E	* 330959.3	********	330979.5	********	* 26.	52.	AG	1142.	2.0	0.0	16.0		
4. FREE BOSTON E	* 330979.5	********	331025.6	********	* 61.	49.	AG	1142.	2.0	0.0	16.0		
5. FREE BOSTON E	* 331025.6	********	331051.5	********	* 37.	45.	AG	1142.	2.0	0.0	16.0		
6. FREE BOSTON E	* 331051.5	********	331087.7	********	* 45.	53.	AG	1142.	2.0	0.0	16.0		
7. FREE BOSTON E	* 331087.7	********	331110.9	********	* 29.	54.	AG	1142.	2.0	0.0	16.0		
8. FREE COLONY S	* 330846.2	********	330864.1	********	* 49.	159.	AG	2051.	2.0	0.0	16.0		
9. FREE COLONY S	* 330864.1	********	330875.5	********	* 46.	166.	AG	2051.	2.0	0.0	16.0		
10. FREE COLONY S	* 330875.5	********	330883.9	********	* 50.	170.	AG	2051.	2.0	0.0	16.0		
11. FREE COLONY S	* 330883.9	********	330887.0	********	* 58.	177.	AG	2051.	2.0	0.0	16.0		
12. FREE COLONY S	* 330887.0	********	330895.0	********	* 22.	158.	AG	2051.	2.0	0.0	16.0		
13. FREE BOSTON W	* 330840.9	********	330815.0	********	* 36.	226.	AG	864.	2.0	0.0	16.0		
14. FREE BOSTON W	* 330815.0	********	330777.3	********	* 49.	230.	AG	864.	2.0	0.0	16.0		
15. FREE BOSTON W	* 330777.3	********	330740.3	********	* 44.	238.	AG	864.	2.0	0.0	16.0		
16. FREE BOSTON W	* 330740.3	********	330637.5	********	* 120.	239.	AG	864.	2.0	0.0	16.0		
17. FREE BOSTON W	* 330637.5	********	330585.3	********	* 62.	237.	AG	864.	2.0	0.0	16.0		
18. FREE BOSTON W	* 330585.3	********	330546.8	********	* 46.	236.	AG	864.	2.0	0.0	16.0		
19. FREE COLONY N	* 330845.4	********	330831.7	********	* 36.	338.	AG	1961.	2.0	0.0	16.0		
20. FREE COLONY N	* 330831.7	********	330690.0	********	* 343.	336.	AG	1961.	2.0	0.0	16.0		
21. QUEUE BOSTON WB	* 330856.5	********	331322.6	********	* 596.	51.	AG	13.	100.0	0.0	8.0	2.39	99.3
22. QUEUE BOSTON WB	* 330909.8	********	331374.5	********	* 596.	51.	AG	13.	100.0	0.0	8.0	2.39	99.3
23. QUEUE BOSTON WB	* 330965.8	********	331434.6	********	* 596.	52.	AG	13.	100.0	0.0	8.0	2.39	99.3
24. QUEUE BOSTON WB	* 330997.0	********	331439.3	********	* 596.	48.	AG	13.	100.0	0.0	8.0	2.39	99.3
25. QUEUE COLONY NB	* 330857.3	********	331053.2	********	* 638.	162.	AG	10.	100.0	0.0	8.0	1.72	106.4
26. QUEUE COLONY NB	* 330874.4	********	330999.4	********	* 638.	169.	AG	10.	100.0	0.0	8.0	1.72	106.4
27. QUEUE COLONY NB	* 330883.1	********	330956.8	********	* 638.	173.	AG	10.	100.0	0.0	8.0	1.72	106.4
28. QUEUE BOSTON EB	* 330835.2	********	330688.1	********	* 196.	228.	AG	13.	100.0	0.0	8.0	1.38	32.7
29. QUEUE BOSTON EB	* 330784.9	********	330617.2	********	* 196.	239.	AG	13.	100.0	0.0	8.0	1.38	32.7
30. QUEUE BOSTON EB	* 330626.4	********	330464.0	********	* 196.	236.	AG	13.	100.0	0.0	8.0	1.38	32.7
31. QUEUE COLONY SB	* 330836.3	********	330401.3	********	* 1092.	337.	AG	10.	100.0	0.0	8.0	2.36	181.9

DATE: 03/11/ 0
TIME: 11:38:25

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EMFAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
21. QUEUE BOSTON WB	*	100	80	5.0	603	974	2.94	2	3
22. QUEUE BOSTON WB	*	100	80	5.0	603	974	2.94	2	3
23. QUEUE BOSTON WB	*	100	80	5.0	603	974	2.94	2	3
24. QUEUE BOSTON WB	*	100	80	5.0	603	974	2.94	2	3
25. QUEUE COLONY NB	*	100	66	6.0	888	995	2.94	2	3
26. QUEUE COLONY NB	*	100	66	6.0	888	995	2.94	2	3
27. QUEUE COLONY NB	*	100	66	6.0	888	995	2.94	2	3
28. QUEUE BOSTON EB	*	100	80	5.0	375	1050	2.94	2	3
29. QUEUE BOSTON EB	*	100	80	5.0	375	1050	2.94	2	3
30. QUEUE BOSTON EB	*	100	80	5.0	375	1050	2.94	2	3
31. QUEUE COLONY SB	*	100	66	6.0	1143	933	2.94	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330861.9	********	1.8	*
2.	*	330881.3	********	1.8	*
3.	*	330898.9	********	1.8	*
4.	*	330918.6	********	1.8	*
5.	*	330938.2	********	1.8	*
6.	*	330952.1	********	1.8	*
7.	*	330971.6	********	1.8	*
8.	*	330972.2	********	1.8	*
9.	*	330991.2	********	1.8	*
10.	*	331010.2	********	1.8	*
11.	*	331017.8	********	1.8	*
12.	*	331035.5	********	1.8	*
13.	*	331044.6	********	1.8	*
14.	*	331064.7	********	1.8	*
15.	*	331080.9	********	1.8	*
16.	*	331101.0	********	1.8	*
17.	*	331117.7	********	1.8	*
18.	*	331097.6	********	1.8	*
19.	*	331094.6	********	1.8	*
20.	*	331074.5	********	1.8	*
21.	*	331059.0	********	1.8	*
22.	*	331041.4	********	1.8	*
23.	*	331033.1	********	1.8	*
24.	*	331014.0	********	1.8	*
25.	*	330995.0	********	1.8	*
26.	*	330986.7	********	1.8	*
27.	*	330967.3	********	1.8	*
28.	*	330966.4	********	1.8	*
29.	*	330946.8	********	1.8	*
30.	*	330927.1	********	1.8	*
31.	*	330913.2	********	1.8	*
32.	*	330893.7	********	1.8	*
33.	*	330874.2	********	1.8	*

34.	*	330825.2	********	1.8	*

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
35.	*	330821.2	********	1.8	*
36.	*	330810.8	********	1.8	*
37.	*	330800.5	********	1.8	*
38.	*	330790.2	********	1.8	*
39.	*	330779.8	********	1.8	*
40.	*	330769.5	********	1.8	*
41.	*	330759.2	********	1.8	*
42.	*	330748.8	********	1.8	*
43.	*	330738.5	********	1.8	*
44.	*	330728.2	********	1.8	*
45.	*	330717.8	********	1.8	*
46.	*	330707.5	********	1.8	*
47.	*	330697.2	********	1.8	*
48.	*	330686.9	********	1.8	*
49.	*	330700.5	********	1.8	*
50.	*	330710.8	********	1.8	*
51.	*	330721.1	********	1.8	*
52.	*	330731.5	********	1.8	*
53.	*	330741.8	********	1.8	*
54.	*	330752.1	********	1.8	*
55.	*	330762.4	********	1.8	*
56.	*	330772.8	********	1.8	*
57.	*	330783.1	********	1.8	*
58.	*	330793.4	********	1.8	*
59.	*	330803.8	********	1.8	*
60.	*	330814.1	********	1.8	*
61.	*	330824.4	********	1.8	*
62.	*	330834.8	********	1.8	*
63.	*	330842.3	********	1.8	*
64.	*	330851.9	********	1.8	*
65.	*	330866.0	********	1.8	*
66.	*	330875.2	********	1.8	*
67.	*	330881.4	********	1.8	*
68.	*	330886.8	********	1.8	*
69.	*	330891.0	********	1.8	*
70.	*	330895.4	********	1.8	*
71.	*	330896.7	********	1.8	*
72.	*	330898.1	********	1.8	*
73.	*	330875.5	********	1.8	*
74.	*	330874.2	********	1.8	*
75.	*	330872.8	********	1.8	*
76.	*	330872.4	********	1.8	*
77.	*	330868.2	********	1.8	*
78.	*	330864.2	********	1.8	*
79.	*	330858.1	********	1.8	*

80.	*	330853.1	********	1.8	*
81.	*	330844.1	********	1.8	*
82.	*	330830.9	********	1.8	*
83.	*	330822.3	********	1.8	*
84.	*	330803.1	********	1.8	*

DATE: 03/11/ 0
TIME: 11:38:25

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
85.	*	330783.5	********	1.8	*
86.	*	330762.4	********	1.8	*
87.	*	330746.3	********	1.8	*
88.	*	330724.9	********	1.8	*
89.	*	330703.6	********	1.8	*
90.	*	330682.2	********	1.8	*
91.	*	330660.8	********	1.8	*
92.	*	330643.6	********	1.8	*
93.	*	330622.7	********	1.8	*
94.	*	330601.8	********	1.8	*
95.	*	330591.6	********	1.8	*
96.	*	330570.8	********	1.8	*
97.	*	330540.4	********	1.8	*
98.	*	330561.2	********	1.8	*
99.	*	330579.0	********	1.8	*
100.	*	330599.9	********	1.8	*
101.	*	330620.8	********	1.8	*
102.	*	330631.5	********	1.8	*
103.	*	330652.9	********	1.8	*
104.	*	330674.2	********	1.8	*
105.	*	330695.6	********	1.8	*
106.	*	330717.0	********	1.8	*
107.	*	330734.2	********	1.8	*
108.	*	330755.3	********	1.8	*
109.	*	330770.5	********	1.8	*
110.	*	330789.8	********	1.8	*
111.	*	330807.3	********	1.8	*
112.	*	330825.3	********	1.8	*
113.	*	330842.0	********	1.8	*
114.	*	330832.5	********	1.8	*
115.	*	330851.2	********	1.8	*
116.	*	330861.8	********	1.8	*

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: 0-350.

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
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
60. * 0.2 0.1 0.2 0.2 0.2 0.2 0.4 0.4 0.3 0.1 0.2 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
70. * 0.2 0.1 0.2 0.3 0.2 0.2 0.4 0.4 0.3 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
80. * 0.1 0.0 0.1 0.1 0.1 0.2 0.3 0.3 0.1 0.0 0.1 0.0 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0
90. * 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0
190. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.0 0.0 0.0 0.0
210. * 0.0 0.1 0.1 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0
220. * 0.0 0.1 0.1 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.2 0.1 0.0 0.0 0.0 0.0
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.0
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
300. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
310. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
---*---
MAX * 0.2 0.1 0.2 0.3 0.2 0.2 0.4 0.4 0.3 0.1 0.2 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.1
DEGR * 60 60 60 70 60 60 60 60 60 60 60 70 70 200 80 200 260 0 0 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: 0-350.

WIND *CONCENTRATION
ANGLE* (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
---*----------
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
20. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1
30. * 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
40. * 0.2 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
90. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
340. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3
---*----------
MAX * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3
DEGR * 40 0 0 0 0 0 0 0 0 0 0 0 0 310 20 350 350 350 350 350 350

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: 0-350.

```
WIND * CONCENTRATION
ANGLE *    (PPM)
(DEGR) * REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
-----*---------------------------------------------------------------------------------------------------------------------
  0. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 30. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 40. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 50. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 60. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 70. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 80. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 90. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
100. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
110. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
120. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
130. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
140. *  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
150. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0
160. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.1  0.1  0.1
180. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
190. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
200. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
210. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
220. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
230. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
240. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
250. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
260. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
270. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
280. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
290. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
300. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.2
330. *  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
340. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
350. *  0.3  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
-----*---------------------------------------------------------------------------------------------------------------------
MAX. *  0.3  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2
DEGR. *  350    0  140  140  140  140  140  140  170  170  170  170  170  170  170  320  320  320  320  320
```


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: 0-350.

WIND * CONCENTRATION

ANGLE* (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.2 0.1 0.2 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
50. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1
60. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
70. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2
80. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1
90. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
100. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.1
160. * 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.1 0.1
170. * 0.1 0.1 0.1 0.2 0.3 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0
180. * 0.1 0.2 0.1 0.2 0.3 0.1 0.3 0.2 0.3 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.2 0.1 0.1 0.2 0.1 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.1 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.1 0.3 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1
---*---
MAX * 0.2 0.2 0.2 0.2 0.3 0.2 0.3 0.2 0.3 0.1 0.2 0.2 0.1 0.1 0.2 0.1 0.2 0.2 0.2 0.2
DEGR * 320 180 250 50 170 260 180 170 180 180 330 230 0 10 50 0 0 80 0 70

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: 0-350.

WIND * CONCENTRATION
ANGLE* (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100

```
___*_____________________________________________________
  0. * 0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10. * 0.1  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20. * 0.1  0.0  0.0  0.0  0.2  0.1  0.2  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 30. * 0.1  0.0  0.0  0.0  0.2  0.1  0.2  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 40. * 0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 50. * 0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 60. * 0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 70. * 0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 80. * 0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0
 90. * 0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1  0.1
100. * 0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1
110. * 0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
120. * 0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
130. * 0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
140. * 0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
150. * 0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
160. * 0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
170. * 0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
180. * 0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
190. * 0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
200. * 0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0
210. * 0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0
220. * 0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
230. * 0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
240. * 0.0  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
250. * 0.0  0.1  0.0  0.1  0.2  0.1  0.2  0.1  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
260. * 0.0  0.0  0.1  0.1  0.2  0.0  0.1  0.1  0.1  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
270. * 0.0  0.0  0.1  0.0  0.2  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
280. * 0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.1  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  0.0  0.0  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  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. * 0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. * 0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
330. * 0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
340. * 0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
350. * 0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
___*_____________________________________________________
MAX * 0.2  0.1  0.1  0.1  0.2  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.1
DEGR * 140  40  60 240  20  20  20  50  10  10  10  20 280  10  20   0  90   0  80  90
```


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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)*RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116
___*_____________________________________________________
  0. * 0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.2  0.2  0.0  0.1
```

10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.0 0.0
70. * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.0
80. * 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0
90. * 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0
100. * 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
190. * 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.2 0.1
200. * 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.1 0.1 0.1
210. * 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.1 0.1
220. * 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.0 0.1
---*----------
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.2 0.2 0.2 0.2
DEGR * 190 70 70 80 90 190 90 0 80 0 190 0 0 0 190 320

THE HIGHEST CONCENTRATION OF 0.40 PPM OCCURRED AT RECEPTOR REC7.

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER RUN: 2025 BUILD PM PEAK

DATE: 03/11/ 0
TIME: 11:38:25

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#* 60 60 60 70 60 60 60 60 60 60 60 70 70 200 80 200 260 0 0 0
---*----------
1 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 BUILD PM PEAK

DATE: 08/11/ 0
TIME: 11:38:25

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
LINK #* 40 0 0 0 0 0 0 0 0 0 0 0 310 20 350 350 350 350 350 350
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
LINK#* 350 0 140 140 140 140 140 140 170 170 170 170 170 170 170 320 320 320 320 320
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK.#* 320 180 250 50 170 260 180 170 180 180 330 230 0 10 50 0 0 80 0 70
---*---
1 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
9 * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 RE100

LINK#*	140	40	60	240	20	20	20	50	10	10	10	20	280	10	20	0	90	0	80	90
1 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8 *	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9 *	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 *	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 *	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1
18 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
19 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28 *	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PAGE 16

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 BUILD PM PEAK

DATE: 03/11/ 0
TIME: 11:38:25

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116

LINK#*	190	70	70	80	90	190	90	0	80	0	190	0	0	0	190	320
1 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
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Run Began on 3/08/2019 at 18:08:36

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 NO BUILD AMPEAK

DATE: 03/08/ 0
TIME: 18:08:36

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

SITE & METEOROLOGICAL VARIABLES

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) *				LENGTH	BRG	TYPE	VPH	EF	H	W	V/C QUEUE
	* X1	Y1	X2	Y2 *	(M)	(DEG)		(G/M)	(M)	(M)		(VEH)
1. FREE BOSTON E	* 330849.6	********	330906.0	******** *	72.	51.	AG	1057.	2.0	0.0	16.0	
2. FREE BOSTON E	* 330906.0	********	330959.3	******** *	68.	52.	AG	1057.	2.0	0.0	16.0	
3. FREE BOSTON E	* 330959.3	********	330979.5	******** *	26.	52.	AG	1057.	2.0	0.0	16.0	
4. FREE BOSTON E	* 330979.5	********	331025.6	******** *	61.	49.	AG	1057.	2.0	0.0	16.0	
5. FREE BOSTON E	* 331025.6	********	331051.5	******** *	37.	45.	AG	1057.	2.0	0.0	16.0	
6. FREE BOSTON E	* 331051.5	********	331087.7	******** *	45.	53.	AG	1057.	2.0	0.0	16.0	
7. FREE BOSTON E	* 331087.7	********	331110.9	******** *	29.	54.	AG	1057.	2.0	0.0	16.0	
8. FREE COLONY S	* 330846.2	********	330864.1	******** *	49.	159.	AG	1792.	2.0	0.0	16.0	
9. FREE COLONY S	* 330864.1	********	330875.5	******** *	46.	166.	AG	1792.	2.0	0.0	16.0	
10. FREE COLONY S	* 330875.5	********	330883.9	******** *	50.	170.	AG	1792.	2.0	0.0	16.0	
11. FREE COLONY S	* 330883.9	********	330887.0	******** *	58.	177.	AG	1792.	2.0	0.0	16.0	
12. FREE COLONY S	* 330887.0	********	330895.0	******** *	22.	158.	AG	1792.	2.0	0.0	16.0	
13. FREE BOSTON W	* 330840.9	********	330815.0	******** *	36.	226.	AG	752.	2.0	0.0	16.0	
14. FREE BOSTON W	* 330815.0	********	330777.3	******** *	49.	230.	AG	752.	2.0	0.0	16.0	
15. FREE BOSTON W	* 330777.3	********	330740.3	******** *	44.	238.	AG	752.	2.0	0.0	16.0	
16. FREE BOSTON W	* 330740.3	********	330637.5	******** *	120.	239.	AG	752.	2.0	0.0	16.0	
17. FREE BOSTON W	* 330637.5	********	330585.3	******** *	62.	237.	AG	752.	2.0	0.0	16.0	
18. FREE BOSTON W	* 330585.3	********	330546.8	******** *	46.	236.	AG	752.	2.0	0.0	16.0	
19. FREE COLONY N	* 330845.4	********	330831.7	******** *	36.	338.	AG	1757.	2.0	0.0	16.0	
20. FREE COLONY N	* 330831.7	********	330690.0	******** *	343.	336.	AG	1757.	2.0	0.0	16.0	
21. QUEUE BOSTON WB	* 330856.5	********	331377.1	******** *	666.	51.	AG	13.	100.0	0.0	8.0	3.22 111.0
22. QUEUE BOSTON WB	* 330909.8	********	331428.8	******** *	666.	51.	AG	13.	100.0	0.0	8.0	3.22 111.0
23. QUEUE BOSTON WB	* 330965.8	********	331489.3	******** *	666.	52.	AG	13.	100.0	0.0	8.0	3.22 111.0
24. QUEUE BOSTON WB	* 330997.0	********	331491.0	******** *	666.	48.	AG	13.	100.0	0.0	8.0	3.22 111.0
25. QUEUE COLONY NB	* 330857.3	********	331156.8	******** *	976.	162.	AG	11.	100.0	0.0	8.0	1.86 162.6
26. QUEUE COLONY NB	* 330874.4	********	331065.5	******** *	976.	169.	AG	11.	100.0	0.0	8.0	1.86 162.6
27. QUEUE COLONY NB	* 330883.1	********	330995.8	******** *	976.	173.	AG	11.	100.0	0.0	8.0	1.86 162.6
28. QUEUE BOSTON EB	* 330835.2	********	330623.7	******** *	282.	228.	AG	13.	100.0	0.0	8.0	1.89 47.1
29. QUEUE BOSTON EB	* 330784.9	********	330543.7	******** *	282.	239.	AG	13.	100.0	0.0	8.0	1.89 47.1
30. QUEUE BOSTON EB	* 330626.4	********	330392.9	******** *	282.	236.	AG	13.	100.0	0.0	8.0	1.89 47.1
31. QUEUE COLONY SB	* 330836.3	********	330736.2	******** *	251.	337.	AG	11.	100.0	0.0	8.0	1.37 41.9

DATE: 03/08/ 0
TIME: 18:08:36

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EMFAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
21. QUEUE BOSTON WB	*	90	75	5.0	574	1004	2.94	2	3
22. QUEUE BOSTON WB	*	90	75	5.0	574	1004	2.94	2	3
23. QUEUE BOSTON WB	*	90	75	5.0	574	1004	2.94	2	3
24. QUEUE BOSTON WB	*	90	75	5.0	574	1004	2.94	2	3
25. QUEUE COLONY NB	*	90	61	6.0	1262	1461	2.94	2	3
26. QUEUE COLONY NB	*	90	61	6.0	1262	1461	2.94	2	3
27. QUEUE COLONY NB	*	90	61	6.0	1262	1461	2.94	2	3
28. QUEUE BOSTON EB	*	90	75	5.0	340	1023	2.94	2	3
29. QUEUE BOSTON EB	*	90	75	5.0	340	1023	2.94	2	3
30. QUEUE BOSTON EB	*	90	75	5.0	340	1023	2.94	2	3
31. QUEUE COLONY SB	*	90	61	6.0	503	786	2.94	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330861.9	********	1.8	*
2.	*	330881.3	********	1.8	*
3.	*	330898.9	********	1.8	*
4.	*	330918.6	********	1.8	*
5.	*	330938.2	********	1.8	*
6.	*	330952.1	********	1.8	*
7.	*	330971.6	********	1.8	*
8.	*	330972.2	********	1.8	*
9.	*	330991.2	********	1.8	*
10.	*	331010.2	********	1.8	*
11.	*	331017.8	********	1.8	*
12.	*	331035.5	********	1.8	*
13.	*	331044.6	********	1.8	*
14.	*	331064.7	********	1.8	*
15.	*	331080.9	********	1.8	*
16.	*	331101.0	********	1.8	*
17.	*	331117.7	********	1.8	*
18.	*	331097.6	********	1.8	*
19.	*	331094.6	********	1.8	*
20.	*	331074.5	********	1.8	*
21.	*	331059.0	********	1.8	*
22.	*	331041.4	********	1.8	*
23.	*	331033.1	********	1.8	*
24.	*	331014.0	********	1.8	*
25.	*	330995.0	********	1.8	*
26.	*	330986.7	********	1.8	*
27.	*	330967.3	********	1.8	*
28.	*	330966.4	********	1.8	*
29.	*	330946.8	********	1.8	*
30.	*	330927.1	********	1.8	*
31.	*	330913.2	********	1.8	*
32.	*	330893.7	********	1.8	*
33.	*	330874.2	********	1.8	*

34.	*	330825.2	********	1.8 *

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
35.	*	330821.2	********	1.8	*
36.	*	330810.8	********	1.8	*
37.	*	330800.5	********	1.8	*
38.	*	330790.2	********	1.8	*
39.	*	330779.8	********	1.8	*
40.	*	330769.5	********	1.8	*
41.	*	330759.2	********	1.8	*
42.	*	330748.8	********	1.8	*
43.	*	330738.5	********	1.8	*
44.	*	330728.2	********	1.8	*
45.	*	330717.8	********	1.8	*
46.	*	330707.5	********	1.8	*
47.	*	330697.2	********	1.8	*
48.	*	330686.9	********	1.8	*
49.	*	330700.5	********	1.8	*
50.	*	330710.8	********	1.8	*
51.	*	330721.1	********	1.8	*
52.	*	330731.5	********	1.8	*
53.	*	330741.8	********	1.8	*
54.	*	330752.1	********	1.8	*
55.	*	330762.4	********	1.8	*
56.	*	330772.8	********	1.8	*
57.	*	330783.1	********	1.8	*
58.	*	330793.4	********	1.8	*
59.	*	330803.8	********	1.8	*
60.	*	330814.1	********	1.8	*
61.	*	330824.4	********	1.8	*
62.	*	330834.8	********	1.8	*
63.	*	330842.3	********	1.8	*
64.	*	330851.9	********	1.8	*
65.	*	330866.0	********	1.8	*
66.	*	330875.2	********	1.8	*
67.	*	330881.4	********	1.8	*
68.	*	330886.8	********	1.8	*
69.	*	330891.0	********	1.8	*
70.	*	330895.4	********	1.8	*
71.	*	330896.7	********	1.8	*
72.	*	330898.1	********	1.8	*
73.	*	330875.5	********	1.8	*
74.	*	330874.2	********	1.8	*
75.	*	330872.8	********	1.8	*
76.	*	330872.4	********	1.8	*
77.	*	330868.2	********	1.8	*
78.	*	330864.2	********	1.8	*
79.	*	330858.1	********	1.8	*

80.	*	330853.1	********	1.8	*
81.	*	330844.1	********	1.8	*
82.	*	330830.9	********	1.8	*
83.	*	330822.3	********	1.8	*
84.	*	330803.1	********	1.8	*

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
85.	*	330783.5	********	1.8	*
86.	*	330762.4	********	1.8	*
87.	*	330746.3	********	1.8	*
88.	*	330724.9	********	1.8	*
89.	*	330703.6	********	1.8	*
90.	*	330682.2	********	1.8	*
91.	*	330660.8	********	1.8	*
92.	*	330643.6	********	1.8	*
93.	*	330622.7	********	1.8	*
94.	*	330601.8	********	1.8	*
95.	*	330591.6	********	1.8	*
96.	*	330570.8	********	1.8	*
97.	*	330540.4	********	1.8	*
98.	*	330561.2	********	1.8	*
99.	*	330579.0	********	1.8	*
100.	*	330599.9	********	1.8	*
101.	*	330620.8	********	1.8	*
102.	*	330631.5	********	1.8	*
103.	*	330652.9	********	1.8	*
104.	*	330674.2	********	1.8	*
105.	*	330695.6	********	1.8	*
106.	*	330717.0	********	1.8	*
107.	*	330734.2	********	1.8	*
108.	*	330755.3	********	1.8	*
109.	*	330770.5	********	1.8	*
110.	*	330789.8	********	1.8	*
111.	*	330807.3	********	1.8	*
112.	*	330825.3	********	1.8	*
113.	*	330842.0	********	1.8	*
114.	*	330832.5	********	1.8	*
115.	*	330851.2	********	1.8	*
116.	*	330861.8	********	1.8	*

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: 0-350.

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
---*----------
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
60. * 0.1 0.1 0.3 0.2 0.2 0.2 0.4 0.4 0.3 0.2 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
70. * 0.2 0.1 0.2 0.3 0.2 0.2 0.4 0.4 0.4 0.2 0.2 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0
80. * 0.2 0.0 0.1 0.1 0.2 0.3 0.4 0.4 0.2 0.0 0.1 0.0 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0
90. * 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.0 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0
210. * 0.0 0.1 0.1 0.0 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0
220. * 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
300. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
310. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
---*----------
MAX * 0.2 0.1 0.3 0.3 0.2 0.3 0.4 0.4 0.4 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1
DEGR * 70 60 60 70 60 80 60 60 70 60 70 120 70 60 80 190 260 0 0 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: 0-350.

WIND *CONCENTRATION
ANGLE* (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
---*----------
0. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
10. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
20. * 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1
30. * 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
40. * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
90. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
340. * 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
350. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
---*----------
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1
DEGR * 0 0 0 0 0 0 0 0 0 0 0 0 0 320 20 0 0 0 0 0 0 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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
———*———————————————

ANGLE* (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*---
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
50. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1
60. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
70. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
80. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
90. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
100. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.1
160. * 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.0 0.1 0.1 0.1 0.2 0.1 0.0 0.1
170. * 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.1 0.2 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
180. * 0.1 0.2 0.1 0.2 0.3 0.1 0.4 0.3 0.3 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.1 0.1 0.1 0.4 0.2 0.3 0.2 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.3 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.4 0.3 0.2 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.2 0.3 0.3 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.3 0.1 0.3 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
---*---
MAX * 0.1 0.2 0.1 0.2 0.3 0.1 0.4 0.3 0.4 0.3 0.3 0.3 0.1 0.1 0.2 0.1 0.2 0.1 0.2 0.1
DEGR * 160 180 170 50 180 170 180 180 330 330 190 190 0 10 50 0 160 0 150 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: 0-350.

WIND * CONCENTRATION
ANGLE* (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100

```
___*_____________________________________________________
  0. * 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 10. * 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 20. * 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
 30. * 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
 40. * 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
 50. * 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 60. * 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 70. * 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 80. * 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 90. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.1 0.1 0.1 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.1 0.0 0.1 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 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 0.0 0.0 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 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
___*_____________________________________________________
MAX * 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
DEGR * 0 50 240 20 250 250 250 40 0 0 30 30 0 250 250 20 0 0 0 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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)*RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116
___*_____________________________________________________
  0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.0 0.1
```

10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0
70. * 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.0
80. * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
90. * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
220. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.0 0.1
----*----------
MAX * 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2
DEGR * 0 70 80 0 0 210 210 0 0 0 0 0 0 0 310 320

THE HIGHEST CONCENTRATION OF 0.40 PPM OCCURRED AT RECEPTOR REC7.

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER RUN: 2025 NO BUILD AM PEAK

DATE: 03/08/ 0
TIME: 18:08:36

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK#* 70 60 60 70 60 80 60 60 70 60 70 120 70 60 80 190 260 0 0 0
----*----------
1 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 NO BUILD AMPEAK

DATE: 03/08/ 0
TIME: 18:08:36

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
LINK #* 0 0 0 0 0 0 0 0 0 0 0 0 0 320 20 0 0 0 0 0 0 0
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60

LINK#*	0	0	0	0	0	0	0	0	150	150	150	150	150	150	150	150	150	150	160	160
1 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20 *	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
21 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28 *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK/* 160 180 170 50 180 170 180 180 330 330 190 190 0 10 50 0 160 0 150 0
----*----------

1 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
9 * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100
LINK#* 0 50 240 20 250 250 250 40 0 0 30 30 0 250 250 20 0 0 0 0
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

PAGE 16
JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER RUN: 2025 NO BUILD AMPEAK

DATE: 03/08/ 0
TIME: 18:08:36

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116
LINK#* 0 70 80 0 0 210 210 0 0 0 0 0 0 0 310 320
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/08/2019 at 18:23:34

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 18:23:34

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

SITE & METEOROLOGICAL VARIABLES

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) *				LENGTH	BRG	TYPE	VPH	EF	H	W	V/C QUEUE
	* X1	Y1	X2	Y2 *	(M)	(DEG)		(G/M)	(M)	(M)		(VEH)
1. FREE BOSTON E	* 330849.6	********	330906.0	******** *	72.	51.	AG	1140.	2.0	0.0	16.0	
2. FREE BOSTON E	* 330906.0	********	330959.3	******** *	68.	52.	AG	1140.	2.0	0.0	16.0	
3. FREE BOSTON E	* 330959.3	********	330979.5	******** *	26.	52.	AG	1140.	2.0	0.0	16.0	
4. FREE BOSTON E	* 330979.5	********	331025.6	******** *	61.	49.	AG	1140.	2.0	0.0	16.0	
5. FREE BOSTON E	* 331025.6	********	331051.5	******** *	37.	45.	AG	1140.	2.0	0.0	16.0	
6. FREE BOSTON E	* 331051.5	********	331087.7	******** *	45.	53.	AG	1140.	2.0	0.0	16.0	
7. FREE BOSTON E	* 331087.7	********	331110.9	******** *	29.	54.	AG	1140.	2.0	0.0	16.0	
8. FREE COLONY S	* 330846.2	********	330864.1	******** *	49.	159.	AG	2042.	2.0	0.0	16.0	
9. FREE COLONY S	* 330864.1	********	330875.5	******** *	46.	166.	AG	2042.	2.0	0.0	16.0	
10. FREE COLONY S	* 330875.5	********	330883.9	******** *	50.	170.	AG	2042.	2.0	0.0	16.0	
11. FREE COLONY S	* 330883.9	********	330887.0	******** *	58.	177.	AG	2042.	2.0	0.0	16.0	
12. FREE COLONY S	* 330887.0	********	330895.0	******** *	22.	158.	AG	2042.	2.0	0.0	16.0	
13. FREE BOSTON W	* 330840.9	********	330815.0	******** *	36.	226.	AG	842.	2.0	0.0	16.0	
14. FREE BOSTON W	* 330815.0	********	330777.3	******** *	49.	230.	AG	842.	2.0	0.0	16.0	
15. FREE BOSTON W	* 330777.3	********	330740.3	******** *	44.	238.	AG	842.	2.0	0.0	16.0	
16. FREE BOSTON W	* 330740.3	********	330637.5	******** *	120.	239.	AG	842.	2.0	0.0	16.0	
17. FREE BOSTON W	* 330637.5	********	330585.3	******** *	62.	237.	AG	842.	2.0	0.0	16.0	
18. FREE BOSTON W	* 330585.3	********	330546.8	******** *	46.	236.	AG	842.	2.0	0.0	16.0	
19. FREE COLONY N	* 330845.4	********	330831.7	******** *	36.	338.	AG	1950.	2.0	0.0	16.0	
20. FREE COLONY N	* 330831.7	********	330690.0	******** *	343.	336.	AG	1950.	2.0	0.0	16.0	
21. QUEUE BOSTON WB	* 330856.5	********	331317.7	******** *	590.	51.	AG	13.	100.0	0.0	8.0	2.35 98.3
22. QUEUE BOSTON WB	* 330909.8	********	331369.6	******** *	590.	51.	AG	13.	100.0	0.0	8.0	2.35 98.3
23. QUEUE BOSTON WB	* 330965.8	********	331429.6	******** *	590.	52.	AG	13.	100.0	0.0	8.0	2.35 98.3
24. QUEUE BOSTON WB	* 330997.0	********	331434.7	******** *	590.	48.	AG	13.	100.0	0.0	8.0	2.35 98.3
25. QUEUE COLONY NB	* 330857.3	********	331051.3	******** *	632.	162.	AG	10.	100.0	0.0	8.0	1.71 105.3
26. QUEUE COLONY NB	* 330874.4	********	330998.2	******** *	632.	169.	AG	10.	100.0	0.0	8.0	1.71 105.3
27. QUEUE COLONY NB	* 330883.1	********	330956.1	******** *	632.	173.	AG	10.	100.0	0.0	8.0	1.71 105.3
28. QUEUE BOSTON EB	* 330835.2	********	330712.0	******** *	165.	228.	AG	13.	100.0	0.0	8.0	1.29 27.4
29. QUEUE BOSTON EB	* 330784.9	********	330644.4	******** *	165.	239.	AG	13.	100.0	0.0	8.0	1.29 27.4
30. QUEUE BOSTON EB	* 330626.4	********	330490.3	******** *	165.	236.	AG	13.	100.0	0.0	8.0	1.29 27.4
31. QUEUE COLONY SB	* 330836.3	********	330405.1	******** *	1082.	337.	AG	10.	100.0	0.0	8.0	2.35 180.3

DATE: 03/08/ 0
TIME: 18:23:34

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EMFAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
21. QUEUE BOSTON WB	*	100	80	5.0	602	991	2.94	2	3
22. QUEUE BOSTON WB	*	100	80	5.0	602	991	2.94	2	3
23. QUEUE BOSTON WB	*	100	80	5.0	602	991	2.94	2	3
24. QUEUE BOSTON WB	*	100	80	5.0	602	991	2.94	2	3
25. QUEUE COLONY NB	*	100	66	6.0	888	1000	2.94	2	3
26. QUEUE COLONY NB	*	100	66	6.0	888	1000	2.94	2	3
27. QUEUE COLONY NB	*	100	66	6.0	888	1000	2.94	2	3
28. QUEUE BOSTON EB	*	100	80	5.0	360	1076	2.94	2	3
29. QUEUE BOSTON EB	*	100	80	5.0	360	1076	2.94	2	3
30. QUEUE BOSTON EB	*	100	80	5.0	360	1076	2.94	2	3
31. QUEUE COLONY SB	*	100	66	6.0	1137	933	2.94	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330861.9	********	1.8	*
2.	*	330881.3	********	1.8	*
3.	*	330898.9	********	1.8	*
4.	*	330918.6	********	1.8	*
5.	*	330938.2	********	1.8	*
6.	*	330952.1	********	1.8	*
7.	*	330971.6	********	1.8	*
8.	*	330972.2	********	1.8	*
9.	*	330991.2	********	1.8	*
10.	*	331010.2	********	1.8	*
11.	*	331017.8	********	1.8	*
12.	*	331035.5	********	1.8	*
13.	*	331044.6	********	1.8	*
14.	*	331064.7	********	1.8	*
15.	*	331080.9	********	1.8	*
16.	*	331101.0	********	1.8	*
17.	*	331117.7	********	1.8	*
18.	*	331097.6	********	1.8	*
19.	*	331094.6	********	1.8	*
20.	*	331074.5	********	1.8	*
21.	*	331059.0	********	1.8	*
22.	*	331041.4	********	1.8	*
23.	*	331033.1	********	1.8	*
24.	*	331014.0	********	1.8	*
25.	*	330995.0	********	1.8	*
26.	*	330986.7	********	1.8	*
27.	*	330967.3	********	1.8	*
28.	*	330966.4	********	1.8	*
29.	*	330946.8	********	1.8	*
30.	*	330927.1	********	1.8	*
31.	*	330913.2	********	1.8	*
32.	*	330893.7	********	1.8	*
33.	*	330874.2	********	1.8	*

34.	*	330825.2	********	1.8 *

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
35.	*	330821.2	********	1.8	*
36.	*	330810.8	********	1.8	*
37.	*	330800.5	********	1.8	*
38.	*	330790.2	********	1.8	*
39.	*	330779.8	********	1.8	*
40.	*	330769.5	********	1.8	*
41.	*	330759.2	********	1.8	*
42.	*	330748.8	********	1.8	*
43.	*	330738.5	********	1.8	*
44.	*	330728.2	********	1.8	*
45.	*	330717.8	********	1.8	*
46.	*	330707.5	********	1.8	*
47.	*	330697.2	********	1.8	*
48.	*	330686.9	********	1.8	*
49.	*	330700.5	********	1.8	*
50.	*	330710.8	********	1.8	*
51.	*	330721.1	********	1.8	*
52.	*	330731.5	********	1.8	*
53.	*	330741.8	********	1.8	*
54.	*	330752.1	********	1.8	*
55.	*	330762.4	********	1.8	*
56.	*	330772.8	********	1.8	*
57.	*	330783.1	********	1.8	*
58.	*	330793.4	********	1.8	*
59.	*	330803.8	********	1.8	*
60.	*	330814.1	********	1.8	*
61.	*	330824.4	********	1.8	*
62.	*	330834.8	********	1.8	*
63.	*	330842.3	********	1.8	*
64.	*	330851.9	********	1.8	*
65.	*	330866.0	********	1.8	*
66.	*	330875.2	********	1.8	*
67.	*	330881.4	********	1.8	*
68.	*	330886.8	********	1.8	*
69.	*	330891.0	********	1.8	*
70.	*	330895.4	********	1.8	*
71.	*	330896.7	********	1.8	*
72.	*	330898.1	********	1.8	*
73.	*	330875.5	********	1.8	*
74.	*	330874.2	********	1.8	*
75.	*	330872.8	********	1.8	*
76.	*	330872.4	********	1.8	*
77.	*	330868.2	********	1.8	*
78.	*	330864.2	********	1.8	*
79.	*	330858.1	********	1.8	*

80.	*	330853.1	********	1.8	*
81.	*	330844.1	********	1.8	*
82.	*	330830.9	********	1.8	*
83.	*	330822.3	********	1.8	*
84.	*	330803.1	********	1.8	*

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
85.	*	330783.5	********	1.8	*
86.	*	330762.4	********	1.8	*
87.	*	330746.3	********	1.8	*
88.	*	330724.9	********	1.8	*
89.	*	330703.6	********	1.8	*
90.	*	330682.2	********	1.8	*
91.	*	330660.8	********	1.8	*
92.	*	330643.6	********	1.8	*
93.	*	330622.7	********	1.8	*
94.	*	330601.8	********	1.8	*
95.	*	330591.6	********	1.8	*
96.	*	330570.8	********	1.8	*
97.	*	330540.4	********	1.8	*
98.	*	330561.2	********	1.8	*
99.	*	330579.0	********	1.8	*
100.	*	330599.9	********	1.8	*
101.	*	330620.8	********	1.8	*
102.	*	330631.5	********	1.8	*
103.	*	330652.9	********	1.8	*
104.	*	330674.2	********	1.8	*
105.	*	330695.6	********	1.8	*
106.	*	330717.0	********	1.8	*
107.	*	330734.2	********	1.8	*
108.	*	330755.3	********	1.8	*
109.	*	330770.5	********	1.8	*
110.	*	330789.8	********	1.8	*
111.	*	330807.3	********	1.8	*
112.	*	330825.3	********	1.8	*
113.	*	330842.0	********	1.8	*
114.	*	330832.5	********	1.8	*
115.	*	330851.2	********	1.8	*
116.	*	330861.8	********	1.8	*

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: 0-350.

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
---*----------
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
60. * 0.2 0.1 0.2 0.2 0.2 0.2 0.4 0.4 0.2 0.2 0.2 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0
70. * 0.2 0.1 0.2 0.3 0.2 0.2 0.4 0.4 0.3 0.1 0.2 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0
80. * 0.1 0.0 0.1 0.2 0.1 0.2 0.2 0.2 0.2 0.0 0.1 0.0 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0
90. * 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.2 0.1 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
100. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
110. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0
160. * 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0
170. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
180. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
190. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0
210. * 0.0 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0
220. * 0.0 0.1 0.1 0.0 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.2 0.1 0.0 0.0 0.0 0.0
230. * 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
240. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
300. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
310. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
320. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
330. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
---*----------
MAX * 0.2 0.1 0.2 0.3 0.2 0.2 0.4 0.4 0.3 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1
DEGR * 60 60 60 70 60 60 60 60 70 60 60 70 70 60 80 190 260 0 0 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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
-----*----------------------------------------------------------------
  0. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 10. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 20. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 30. *  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 40. *  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 50. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 60. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 70. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 80. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 90. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
100. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
110. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
120. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
130. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
140. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1
150. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1
160. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
180. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
190. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
200. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
210. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
220. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
230. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
240. *  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
250. *  0.1  0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
260. *  0.1  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
270. *  0.1  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
280. *  0.1  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
290. *  0.1  0.1  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
300. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
330. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
340. *  0.0  0.1  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
350. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2
-----*----------------------------------------------------------------
MAX. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2
DEGR.*    0    0    0    0    0    0    0    0    0    0    0    0    0  310   20  350  350  350  350  350  350  350
```


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: 0-350.

```
WIND * CONCENTRATION
ANGLE *    (PPM)
(DEGR) * REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
-----*-------------------------------------------------------------
  0. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 30. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 40. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 50. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 60. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 70. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 80. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 90. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
100. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
110. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
120. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
130. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
140. *  0.1  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
150. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0
160. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
170. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.1  0.1  0.1  0.1
180. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
190. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
200. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
210. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
220. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
230. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
240. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
250. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
260. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
270. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
280. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
290. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
300. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.2  0.2  0.2
330. *  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
340. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
350. *  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
-----*-------------------------------------------------------------
MAX. *  0.2  0.1  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.1  0.2  0.2  0.2  0.2
DEGR. * 350    0  140  140  140  140  140  140  170  170  170  170  170  170  170  150  320  320  320  320
```


MODEL RESULTS
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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: 0-350.

WIND * CONCENTRATION

ANGLE* (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*----------
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.0 0.1 0.1 0.2 0.1 0.2 0.1
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
50. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1
60. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
70. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2
80. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1
90. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
100. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
130. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
140. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
150. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.1
160. * 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.1 0.1
170. * 0.1 0.1 0.1 0.2 0.3 0.1 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0
180. * 0.1 0.2 0.1 0.2 0.3 0.1 0.4 0.2 0.3 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.1 0.1 0.1 0.2 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.1 0.1 0.1 0.1 0.2 0.1 0.2 0.2 0.3 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.2 0.3 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1
---*----------
MAX * 0.2 0.2 0.2 0.2 0.3 0.2 0.4 0.2 0.3 0.2 0.2 0.2 0.1 0.1 0.2 0.1 0.2 0.2 0.2 0.2
DEGR * 320 180 250 50 170 260 180 170 180 340 330 230 0 10 50 0 0 80 0 70

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: 0-350.

WIND * CONCENTRATION
ANGLE* (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100

```
___*_____________________________________________________
  0. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 10. * 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 20. * 0.1 0.0 0.0 0.0 0.2 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
 30. * 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0
 40. * 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 50. * 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 60. * 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 70. * 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 80. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
 90. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
100. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
110. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
120. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
130. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
140. * 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
150. * 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.1 0.0 0.1 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.0 0.1 0.0 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.0 0.0 0.1 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.1 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 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
350. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
___*_____________________________________________________
MAX * 0.2 0.1 0.1 0.1 0.2 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.0 0.1 0.0 0.1 0.1
DEGR * 140 40 60 250 20 10 250 50 20 20 20 20 0 20 20 0 90 0 80 100
```


MODEL RESULTS

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

WIND ANGLE RANGE: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)*RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116
___*_____________________________________________________
  0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.0 0.1
```

10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.0 0.0
70. * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.0
80. * 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0
90. * 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0
100. * 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.2 0.1
200. * 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1
210. * 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
220. * 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.0 0.1
----*----------
MAX * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.0 0.1 0.1 0.2 0.2 0.2 0.2
DEGR * 200 70 70 80 90 200 200 0 80 0 190 0 0 0 190 320

THE HIGHEST CONCENTRATION OF 0.40 PPM OCCURRED AT RECEPTOR REC7.

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 18:23:34

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#* 60 60 60 70 60 60 60 60 70 60 60 70 70 60 80 190 260 0 0 0
----*----------
1 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 18:23:34

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
LINK #* 0 0 0 0 0 0 0 0 0 0 0 0 310 20 350 350 350 350 350 350
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
LINK#* 350 0 140 140 140 140 140 140 170 170 170 170 170 170 170 150 320 320 320 320
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.2
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK.# * 320 180 250 50 170 260 180 170 180 340 330 230 0 10 50 0 0 80 0 70
---*---
1 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
9 * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 RE100

```
LINK#*  140   40   60  250   20   10  250   50   20   20   20   20    0   20   20    0   90    0   80  100
-----*-----------------------------------------------------------------------------------------------------
  1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.1  0.1
 18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0
 19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 21 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 22 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 23 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 27 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 28 *  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 29 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 30 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 31 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

PAGE 16

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2025 NO BUILD PM PEAK

DATE: 03/08/ 0
TIME: 18:23:34

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116

```
LINK#*  200   70   70   80   90  200  200    0   80    0  190    0    0    0  190  320
-----*-----------------------------------------------------------------------------------
  1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/08/2019 at 17:58:04

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2018 EXISTING AMPEAK

DATE: 03/08/ 0
TIME: 17:58:04

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

SITE & METEOROLOGICAL VARIABLES

VS= 0.0 CMS VD= 0.0 CMS Z0= 370. CM
U= 1.0 MS CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) *				LENGTH	BRG	TYPE	VPH	EF	H	W	VC	QUEUE
	* X1	Y1	X2	Y2 *	(M)	(DEG)		(G/M)	(M)	(M)			
1. FREE BOSTON E	* 330849.6	********	330906.0	******** *	72.	51.	AG	980.	2.9	0.0	16.0		
2. FREE BOSTON E	* 330906.0	********	330959.3	******** *	68.	52.	AG	980.	2.9	0.0	16.0		
3. FREE BOSTON E	* 330959.3	********	331079.5	******** *	26.	52.	AG	980.	2.9	0.0	16.0		
4. FREE BOSTON E	* 331079.5	********	331025.6	******** *	61.	49.	AG	980.	2.9	0.0	16.0		
5. FREE BOSTON E	* 331025.6	********	331051.5	******** *	37.	45.	AG	980.	2.9	0.0	16.0		
6. FREE BOSTON E	* 331051.5	********	331087.7	******** *	45.	53.	AG	980.	2.9	0.0	16.0		
7. FREE BOSTON E	* 331087.7	********	331110.9	******** *	29.	54.	AG	980.	2.9	0.0	16.0		
8. FREE COLONY S	* 330846.2	********	330864.1	******** *	49.	159.	AG	1646.	2.9	0.0	16.0		
9. FREE COLONY S	* 330864.1	********	330875.5	******** *	46.	166.	AG	1646.	2.9	0.0	16.0		
10. FREE COLONY S	* 330875.5	********	330883.9	******** *	50.	170.	AG	1646.	2.9	0.0	16.0		
11. FREE COLONY S	* 330883.9	********	330887.0	******** *	58.	177.	AG	1646.	2.9	0.0	16.0		
12. FREE COLONY S	* 330887.0	********	330895.0	******** *	22.	158.	AG	1646.	2.9	0.0	16.0		
13. FREE BOSTON W	* 330840.9	********	330815.0	******** *	36.	226.	AG	654.	2.9	0.0	16.0		
14. FREE BOSTON W	* 330815.0	********	330777.3	******** *	49.	230.	AG	654.	2.9	0.0	16.0		
15. FREE BOSTON W	* 330777.3	********	330740.3	******** *	44.	238.	AG	654.	2.9	0.0	16.0		
16. FREE BOSTON W	* 330740.3	********	330637.5	******** *	120.	239.	AG	654.	2.9	0.0	16.0		
17. FREE BOSTON W	* 330637.5	********	330585.3	******** *	62.	237.	AG	654.	2.9	0.0	16.0		
18. FREE BOSTON W	* 330585.3	********	330546.8	******** *	46.	236.	AG	654.	2.9	0.0	16.0		
19. FREE COLONY N	* 330845.4	********	330831.7	******** *	36.	338.	AG	1570.	2.9	0.0	16.0		
20. FREE COLONY N	* 330831.7	********	330690.0	******** *	343.	336.	AG	1570.	2.9	0.0	16.0		
21. QUEUE BOSTON WB	* 330856.5	********	331321.3	******** *	594.	51.	AG	29.	100.0	0.0	8.0	2.89	99.1
22. QUEUE BOSTON WB	* 330909.8	********	331373.2	******** *	594.	51.	AG	29.	100.0	0.0	8.0	2.89	99.1
23. QUEUE BOSTON WB	* 330965.8	********	331433.3	******** *	594.	52.	AG	29.	100.0	0.0	8.0	2.89	99.1
24. QUEUE BOSTON WB	* 330997.0	********	331438.2	******** *	594.	48.	AG	29.	100.0	0.0	8.0	2.89	99.1
25. QUEUE COLONY NB	* 330857.3	********	331113.2	******** *	834.	162.	AG	23.	100.0	0.0	8.0	1.71	139.0
26. QUEUE COLONY NB	* 330874.4	********	331037.7	******** *	834.	169.	AG	23.	100.0	0.0	8.0	1.71	139.0
27. QUEUE COLONY NB	* 330883.1	********	330979.4	******** *	834.	173.	AG	23.	100.0	0.0	8.0	1.71	139.0
28. QUEUE BOSTON EB	* 330835.2	********	330683.9	******** *	202.	228.	AG	29.	100.0	0.0	8.0	1.57	33.7
29. QUEUE BOSTON EB	* 330784.9	********	330612.4	******** *	202.	239.	AG	29.	100.0	0.0	8.0	1.57	33.7
30. QUEUE BOSTON EB	* 330626.4	********	330459.3	******** *	202.	236.	AG	29.	100.0	0.0	8.0	1.57	33.7
31. QUEUE COLONY SB	* 330836.3	********	330813.1	******** *	58.	337.	AG	23.	100.0	0.0	8.0	1.04	9.7

DATE: 03/08/ 0
TIME: 17:58:04

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EMFAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
21. QUEUE BOSTON WB	*	90	75	5.0	538	1054	6.39	2	3
22. QUEUE BOSTON WB	*	90	75	5.0	538	1054	6.39	2	3
23. QUEUE BOSTON WB	*	90	75	5.0	538	1054	6.39	2	3
24. QUEUE BOSTON WB	*	90	75	5.0	538	1054	6.39	2	3
25. QUEUE COLONY NB	*	90	61	6.0	1182	1480	6.39	2	3
26. QUEUE COLONY NB	*	90	61	6.0	1182	1480	6.39	2	3
27. QUEUE COLONY NB	*	90	61	6.0	1182	1480	6.39	2	3
28. QUEUE BOSTON EB	*	90	75	5.0	308	1081	6.39	2	3
29. QUEUE BOSTON EB	*	90	75	5.0	308	1081	6.39	2	3
30. QUEUE BOSTON EB	*	90	75	5.0	308	1081	6.39	2	3
31. QUEUE COLONY SB	*	90	61	6.0	402	833	6.39	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330861.9	********	1.8	*
2.	*	330881.3	********	1.8	*
3.	*	330898.9	********	1.8	*
4.	*	330918.6	********	1.8	*
5.	*	330938.2	********	1.8	*
6.	*	330952.1	********	1.8	*
7.	*	330971.6	********	1.8	*
8.	*	330972.2	********	1.8	*
9.	*	330991.2	********	1.8	*
10.	*	331010.2	********	1.8	*
11.	*	331017.8	********	1.8	*
12.	*	331035.5	********	1.8	*
13.	*	331044.6	********	1.8	*
14.	*	331064.7	********	1.8	*
15.	*	331080.9	********	1.8	*
16.	*	331101.0	********	1.8	*
17.	*	331117.7	********	1.8	*
18.	*	331097.6	********	1.8	*
19.	*	331094.6	********	1.8	*
20.	*	331074.5	********	1.8	*
21.	*	331059.0	********	1.8	*
22.	*	331041.4	********	1.8	*
23.	*	331033.1	********	1.8	*
24.	*	331014.0	********	1.8	*
25.	*	330995.0	********	1.8	*
26.	*	330986.7	********	1.8	*
27.	*	330967.3	********	1.8	*
28.	*	330966.4	********	1.8	*
29.	*	330946.8	********	1.8	*
30.	*	330927.1	********	1.8	*
31.	*	330913.2	********	1.8	*
32.	*	330893.7	********	1.8	*
33.	*	330874.2	********	1.8	*

34.	*	330825.2	********	1.8 *

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
35.	*	330821.2	********	1.8	*
36.	*	330810.8	********	1.8	*
37.	*	330800.5	********	1.8	*
38.	*	330790.2	********	1.8	*
39.	*	330779.8	********	1.8	*
40.	*	330769.5	********	1.8	*
41.	*	330759.2	********	1.8	*
42.	*	330748.8	********	1.8	*
43.	*	330738.5	********	1.8	*
44.	*	330728.2	********	1.8	*
45.	*	330717.8	********	1.8	*
46.	*	330707.5	********	1.8	*
47.	*	330697.2	********	1.8	*
48.	*	330686.9	********	1.8	*
49.	*	330700.5	********	1.8	*
50.	*	330710.8	********	1.8	*
51.	*	330721.1	********	1.8	*
52.	*	330731.5	********	1.8	*
53.	*	330741.8	********	1.8	*
54.	*	330752.1	********	1.8	*
55.	*	330762.4	********	1.8	*
56.	*	330772.8	********	1.8	*
57.	*	330783.1	********	1.8	*
58.	*	330793.4	********	1.8	*
59.	*	330803.8	********	1.8	*
60.	*	330814.1	********	1.8	*
61.	*	330824.4	********	1.8	*
62.	*	330834.8	********	1.8	*
63.	*	330842.3	********	1.8	*
64.	*	330851.9	********	1.8	*
65.	*	330866.0	********	1.8	*
66.	*	330875.2	********	1.8	*
67.	*	330881.4	********	1.8	*
68.	*	330886.8	********	1.8	*
69.	*	330891.0	********	1.8	*
70.	*	330895.4	********	1.8	*
71.	*	330896.7	********	1.8	*
72.	*	330898.1	********	1.8	*
73.	*	330875.5	********	1.8	*
74.	*	330874.2	********	1.8	*
75.	*	330872.8	********	1.8	*
76.	*	330872.4	********	1.8	*
77.	*	330868.2	********	1.8	*
78.	*	330864.2	********	1.8	*
79.	*	330858.1	********	1.8	*

80.	*	330853.1	********	1.8	*
81.	*	330844.1	********	1.8	*
82.	*	330830.9	********	1.8	*
83.	*	330822.3	********	1.8	*
84.	*	330803.1	********	1.8	*

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
85.	*	330783.5	********	1.8	*
86.	*	330762.4	********	1.8	*
87.	*	330746.3	********	1.8	*
88.	*	330724.9	********	1.8	*
89.	*	330703.6	********	1.8	*
90.	*	330682.2	********	1.8	*
91.	*	330660.8	********	1.8	*
92.	*	330643.6	********	1.8	*
93.	*	330622.7	********	1.8	*
94.	*	330601.8	********	1.8	*
95.	*	330591.6	********	1.8	*
96.	*	330570.8	********	1.8	*
97.	*	330540.4	********	1.8	*
98.	*	330561.2	********	1.8	*
99.	*	330579.0	********	1.8	*
100.	*	330599.9	********	1.8	*
101.	*	330620.8	********	1.8	*
102.	*	330631.5	********	1.8	*
103.	*	330652.9	********	1.8	*
104.	*	330674.2	********	1.8	*
105.	*	330695.6	********	1.8	*
106.	*	330717.0	********	1.8	*
107.	*	330734.2	********	1.8	*
108.	*	330755.3	********	1.8	*
109.	*	330770.5	********	1.8	*
110.	*	330789.8	********	1.8	*
111.	*	330807.3	********	1.8	*
112.	*	330825.3	********	1.8	*
113.	*	330842.0	********	1.8	*
114.	*	330832.5	********	1.8	*
115.	*	330851.2	********	1.8	*
116.	*	330861.8	********	1.8	*

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 0-350.

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
---*----------
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.5 0.5 0.5
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.5 0.5 0.5
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.4 0.5 0.5 0.5
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.4 0.5 0.5 0.5
40. * 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.4 0.4 0.4 0.4
50. * 0.1 0.2 0.2 0.2 0.3 0.3 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.5 0.5 0.3 0.3 0.3 0.3
60. * 0.2 0.3 0.3 0.3 0.3 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.4 0.5 0.5 0.0 0.1 0.1 0.1
70. * 0.2 0.2 0.3 0.3 0.2 0.4 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.4 0.5 0.5 0.0 0.0 0.0 0.0
80. * 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.0 0.0 0.0 0.0
90. * 0.2 0.2 0.3 0.3 0.3 0.3 0.4 0.4 0.5 0.4 0.5 0.4 0.5 0.5 0.5 0.4 0.0 0.0 0.0 0.0
100. * 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.4 0.0 0.0 0.0 0.0
110. * 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.4 0.0 0.0 0.0 0.0
120. * 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.4 0.0 0.0 0.0 0.0
130. * 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.4 0.4 0.5 0.4 0.5 0.5 0.5 0.5 0.4 0.0 0.0 0.0 0.0
140. * 0.2 0.2 0.1 0.3 0.3 0.2 0.3 0.3 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.0 0.0 0.0 0.0
150. * 0.2 0.2 0.1 0.3 0.3 0.2 0.4 0.3 0.4 0.5 0.5 0.5 0.4 0.5 0.4 0.5 0.0 0.0 0.0 0.0
160. * 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.0 0.0 0.0 0.0
170. * 0.2 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.0 0.0 0.0 0.0
180. * 0.3 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.0 0.0 0.0 0.0
190. * 0.3 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.0 0.0 0.0 0.0
200. * 0.3 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.6 0.0 0.0 0.0 0.0
210. * 0.1 0.2 0.2 0.3 0.3 0.3 0.4 0.4 0.4 0.5 0.5 0.4 0.5 0.5 0.6 0.6 0.0 0.0 0.0 0.0
220. * 0.1 0.2 0.2 0.1 0.3 0.3 0.2 0.2 0.3 0.4 0.5 0.4 0.4 0.4 0.5 0.5 0.0 0.0 0.0 0.0
230. * 0.1 0.0 0.2 0.1 0.1 0.3 0.2 0.2 0.2 0.3 0.3 0.2 0.1 0.3 0.4 0.5 0.2 0.2 0.2 0.2
240. * 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.3 0.4 0.4 0.3
250. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.4 0.5 0.5 0.4
260. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.5 0.5 0.5
270. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.5 0.5 0.5
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.4 0.4 0.5
290. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.4 0.4 0.5
300. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.3 0.4 0.4
310. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.4 0.3 0.4 0.5
320. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.4 0.3 0.5
330. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.4 0.3 0.5
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.4 0.4 0.5
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.4 0.4 0.5
---*----------
MAX. * 0.3 0.3 0.3 0.3 0.3 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.6 0.6 0.4 0.5 0.5 0.5
DEGR.* 180 60 60 60 50 70 60 60 120 210 220 200 210 210 210 200 20 270 270 350

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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
———*———————————————

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
———*———————————————

ANGLE* (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
----*----------

```
  0. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.4  0.6  0.1  0.2  0.1  0.1  0.2  0.1  0.2  0.1
 10. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.2  0.2  0.3  0.1  0.2  0.1  0.1  0.2  0.1  0.2  0.1
 20. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 30. *  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 40. *  0.0  0.0  0.0  0.2  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.2  0.1  0.1  0.2  0.1  0.1  0.1  0.1  0.1
 50. *  0.0  0.0  0.0  0.3  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.2  0.1  0.1  0.2  0.1  0.1  0.1  0.1  0.1
 60. *  0.0  0.0  0.0  0.3  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 70. *  0.0  0.0  0.0  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2
 80. *  0.0  0.0  0.0  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.2  0.1  0.1  0.2  0.1  0.2  0.1  0.1
 90. *  0.0  0.0  0.0  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.2  0.1  0.1  0.2  0.1  0.1  0.1  0.1
100. *  0.0  0.0  0.0  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
110. *  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
120. *  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.2  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
130. *  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.1  0.1  0.2  0.3  0.1  0.1  0.1  0.2  0.1  0.1  0.1  0.2
140. *  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.1  0.1  0.1  0.2  0.3  0.1  0.2  0.2  0.3  0.3  0.2  0.3  0.2
150. *  0.0  0.0  0.0  0.1  0.1  0.0  0.1  0.1  0.2  0.3  0.2  0.3  0.2  0.2  0.3  0.4  0.4  0.3  0.4  0.2
160. *  0.1  0.1  0.1  0.3  0.1  0.1  0.2  0.3  0.3  0.3  0.4  0.4  0.1  0.2  0.3  0.3  0.4  0.3  0.3  0.2
170. *  0.1  0.2  0.2  0.3  0.3  0.3  0.3  0.5  0.4  0.5  0.3  0.4  0.0  0.2  0.2  0.2  0.2  0.1  0.0  0.0
180. *  0.1  0.2  0.1  0.2  0.3  0.3  0.4  0.5  0.5  0.5  0.4  0.5  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0
190. *  0.1  0.2  0.1  0.3  0.3  0.2  0.4  0.4  0.5  0.4  0.3  0.4  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
200. *  0.1  0.1  0.1  0.3  0.2  0.2  0.4  0.3  0.5  0.5  0.3  0.3  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
210. *  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.3  0.4  0.5  0.3  0.3  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
220. *  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.3  0.4  0.4  0.3  0.4  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
230. *  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.3  0.3  0.3  0.3  0.4  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
240. *  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.3  0.3  0.3  0.2  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
250. *  0.1  0.1  0.2  0.1  0.2  0.2  0.3  0.3  0.3  0.3  0.2  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
260. *  0.1  0.1  0.1  0.1  0.2  0.3  0.3  0.4  0.3  0.4  0.2  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
270. *  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.3  0.3  0.4  0.2  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
280. *  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.3  0.3  0.3  0.2  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
290. *  0.1  0.1  0.1  0.1  0.2  0.2  0.3  0.3  0.4  0.4  0.3  0.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
300. *  0.2  0.2  0.1  0.1  0.2  0.2  0.2  0.3  0.4  0.4  0.3  0.3  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
310. *  0.2  0.2  0.2  0.2  0.2  0.2  0.2  0.3  0.3  0.4  0.3  0.3  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
320. *  0.2  0.2  0.2  0.2  0.3  0.2  0.3  0.3  0.4  0.4  0.3  0.3  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
330. *  0.2  0.2  0.2  0.2  0.3  0.3  0.3  0.4  0.5  0.5  0.4  0.3  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
340. *  0.1  0.1  0.1  0.1  0.1  0.1  0.3  0.4  0.5  0.6  0.5  0.4  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2
350. *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.3  0.4  0.6  0.5  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1
```

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```
MAX  *  0.2  0.2  0.2  0.3  0.3  0.3  0.4  0.5  0.5  0.6  0.6  0.6  0.2  0.2  0.3  0.4  0.4  0.3  0.4  0.2
DEGR *  300  170  170   50  170  170  180  180  340  340  350    0   20    0  150  150  150  150  150   70
```


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: 0-350.

WIND * CONCENTRATION
ANGLE* (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100

```
___*_____________________________________________________
  0. * 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.3 0.2 0.1 0.2 0.0 0.0 0.0 0.0
 10. * 0.1 0.2 0.2 0.2 0.2 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.0 0.0 0.0 0.0
 20. * 0.1 0.1 0.2 0.1 0.2 0.4 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.0 0.0 0.0 0.0
 30. * 0.1 0.0 0.1 0.1 0.2 0.3 0.3 0.1 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.1 0.0 0.0 0.0 0.0
 40. * 0.1 0.1 0.0 0.1 0.1 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.3 0.2 0.1 0.0 0.0 0.0 0.0
 50. * 0.1 0.1 0.1 0.0 0.1 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.1 0.0 0.0 0.0 0.0
 60. * 0.1 0.1 0.1 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0
 70. * 0.1 0.1 0.1 0.0 0.0 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
 80. * 0.1 0.1 0.1 0.0 0.0 0.0 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.2
 90. * 0.1 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.2 0.2
100. * 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.2 0.2
110. * 0.1 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.1
120. * 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2
130. * 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
140. * 0.3 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.2
150. * 0.3 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.2
160. * 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.2
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2
210. * 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1
220. * 0.0 0.1 0.0 0.0 0.1 0.1 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1
230. * 0.0 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.1
240. * 0.1 0.1 0.1 0.2 0.2 0.3 0.2 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.2 0.2 0.2 0.3 0.3 0.2 0.2 0.1 0.1 0.3 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.2 0.1 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.3 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.2 0.2 0.3 0.2 0.3 0.2 0.2 0.2 0.1 0.2 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.2 0.2 0.3 0.2 0.3 0.2 0.2 0.2 0.1 0.2 0.2 0.1 0.2 0.1 0.0 0.0 0.0 0.0
290. * 0.1 0.1 0.1 0.2 0.3 0.2 0.3 0.2 0.2 0.2 0.1 0.2 0.2 0.1 0.2 0.2 0.0 0.0 0.0 0.0
300. * 0.0 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.3 0.1 0.1 0.1 0.0 0.0 0.0 0.0
310. * 0.0 0.2 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0
320. * 0.0 0.2 0.1 0.2 0.2 0.3 0.2 0.2 0.2 0.1 0.1 0.1 0.3 0.2 0.1 0.2 0.0 0.0 0.0 0.0
330. * 0.0 0.1 0.1 0.1 0.2 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.3 0.2 0.1 0.2 0.0 0.0 0.0 0.0
340. * 0.1 0.2 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.0 0.0 0.0 0.0
350. * 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0
___*_____________________________________________________
MAX * 0.3 0.3 0.2 0.2 0.3 0.4 0.3 0.2 0.2 0.2 0.2 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2
DEGR * 140 350  0  0 260  20  10  0  0  0  0 250  0  40  10  0  80 110  70  80
```


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: 0-350.

```
WIND *CONCENTRATION
ANGLE*    (PPM)
(DEGR)* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116
___*_____________________________________________________
  0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.3 0.0 0.1
```

10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.0 0.1
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.2
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.2
40. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.0 0.2
50. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1 0.2 0.1 0.0
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3 0.1 0.3 0.2 0.0
70. * 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.2 0.1 0.2 0.2 0.0
80. * 0.1 0.2 0.2 0.2 0.2 0.1 0.1 0.0 0.2 0.0 0.1 0.0 0.1 0.2 0.2 0.0
90. * 0.1 0.2 0.2 0.2 0.2 0.1 0.2 0.0 0.2 0.1 0.2 0.1 0.1 0.1 0.2 0.0
100. * 0.1 0.2 0.2 0.2 0.2 0.1 0.2 0.0 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.0
110. * 0.1 0.2 0.2 0.2 0.2 0.1 0.2 0.0 0.0 0.2 0.0 0.1 0.1 0.2 0.2 0.0
120. * 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.0
130. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.2 0.1 0.1 0.2 0.0
140. * 0.2 0.1 0.2 0.2 0.1 0.1 0.1 0.2 0.0 0.1 0.1 0.2 0.2 0.1 0.1 0.0
150. * 0.2 0.1 0.2 0.2 0.2 0.2 0.1 0.2 0.0 0.0 0.1 0.0 0.3 0.1 0.1 0.0
160. * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.1 0.3 0.1
170. * 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.0 0.1 0.3 0.2
180. * 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.2 0.2 0.2 0.2 0.2 0.0 0.1 0.1 0.2
190. * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.2 0.2 0.1 0.0 0.1 0.2 0.2
200. * 0.2 0.1 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.1 0.2 0.1 0.0 0.2 0.1 0.2
210. * 0.2 0.2 0.1 0.2 0.2 0.2 0.2 0.1 0.3 0.1 0.2 0.1 0.0 0.2 0.1 0.1
220. * 0.2 0.2 0.0 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1
230. * 0.1 0.1 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.1 0.0 0.1 0.2
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.2
250. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
260. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
270. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
280. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
290. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
300. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
310. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.1
320. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.3
330. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.3
340. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.3 0.1 0.2
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.3 0.3 0.0 0.1
----*----------
MAX * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.3 0.2 0.2 0.3 0.3 0.3 0.3 0.3
DEGR * 70 70 70 70 80 150 90 190 190 100 90 60 150 0 160 320

THE HIGHEST CONCENTRATION OF 0.60 PPM OCCURRED AT RECEPTOR REC72.

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER RUN: 2018 EXISTING AM PEAK

DATE: 03/08/ 0
TIME: 17:58:04

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#* 180 60 60 60 50 70 60 60 120 210 220 200 210 210 210 200 20 270 270 350
----*----------
1 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.1 0.1 0.1
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
8 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
22 * 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
23 * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

PAGE 12

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2018 EXISTING AMPEAK

DATE: 03/08/ 0
TIME: 17:58:04

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
LINK #* 350 350 350 350 40 40 20 20 0 0 10 310 330 10 0 130 0 0 0 0
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.2 0.2 0.2 0.2
21 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2018 EXISTING AM PEAK

DATE: 03/08/ 0
TIME: 17:58:04

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
LINK#* 0 0 0 0 0 0 120 120 160 160 160 160 170 170 170 170 170 170 170 180
---*---
1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK.#* 300 170 170 50 170 170 180 180 340 340 350 0 20 0 150 150 150 150 150 70
----*----------

1 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
9 * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.1 0.2 0.1 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.2 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100

LINK#	*	140	350	0	0	260	20	10	0	0	0	0	250	0	40	10	0	80	110	70	80
1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	*	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	*	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	*	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1
18	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0
19	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	*	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28	*	0.0	0.1	0.1	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29	*	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
30	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0
31	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116

LINK#	*	70	70	70	70	80	150	90	190	190	100	90	60	150	0	160	320
1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1
2	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.1 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0 0.1
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0

CAL3QHC - (DATED 95221)

CAL3QHC PC (32 BIT) VERSION 3.0.0
(C) COPYRIGHT 1993-2000, TRINITY CONSULTANTS

Run Began on 3/08/2019 at 17:59:46

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE RUN: 2018 EXISTING PM PEAK

DATE: 03/08/ 0
TIME: 17:59:46

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

SITE & METEOROLOGICAL VARIABLES

VS= 0.0 CM/S VD= 0.0 CM/S Z0= 370. CM
U= 1.0 M/S CLAS= 4 (D) ATIM= 60. MINUTES MIXH= 1000. M AMB= 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) *				LENGTH	BRG	TYPE	VPH	EF	H	W	V/C QUEUE
	* X1	Y1	X2	Y2 *	(M)	(DEG)		(G/M)	(M)	(M)		(VEH)
1. FREE BOSTON E	* 330849.6	********	330906.0	******** *	72.	51.	AG	1024.	2.9	0.0	16.0	
2. FREE BOSTON E	* 330906.0	********	330959.3	******** *	68.	52.	AG	1024.	2.9	0.0	16.0	
3. FREE BOSTON E	* 330959.3	********	330979.5	******** *	26.	52.	AG	1024.	2.9	0.0	16.0	
4. FREE BOSTON E	* 330979.5	********	331025.6	******** *	61.	49.	AG	1024.	2.9	0.0	16.0	
5. FREE BOSTON E	* 331025.6	********	331051.5	******** *	37.	45.	AG	1024.	2.9	0.0	16.0	
6. FREE BOSTON E	* 331051.5	********	331087.7	******** *	45.	53.	AG	1024.	2.9	0.0	16.0	
7. FREE BOSTON E	* 331087.7	********	331110.9	******** *	29.	54.	AG	1024.	2.9	0.0	16.0	
8. FREE COLONY S	* 330846.2	********	330864.1	******** *	49.	159.	AG	1833.	2.9	0.0	16.0	
9. FREE COLONY S	* 330864.1	********	330875.5	******** *	46.	166.	AG	1833.	2.9	0.0	16.0	
10. FREE COLONY S	* 330875.5	********	330883.9	******** *	50.	170.	AG	1833.	2.9	0.0	16.0	
11. FREE COLONY S	* 330883.9	********	330887.0	******** *	58.	177.	AG	1833.	2.9	0.0	16.0	
12. FREE COLONY S	* 330887.0	********	330895.0	******** *	22.	158.	AG	1833.	2.9	0.0	16.0	
13. FREE BOSTON W	* 330840.9	********	330815.0	******** *	36.	226.	AG	719.	2.9	0.0	16.0	
14. FREE BOSTON W	* 330815.0	********	330777.3	******** *	49.	230.	AG	719.	2.9	0.0	16.0	
15. FREE BOSTON W	* 330777.3	********	330740.3	******** *	44.	238.	AG	719.	2.9	0.0	16.0	
16. FREE BOSTON W	* 330740.3	********	330637.5	******** *	120.	239.	AG	719.	2.9	0.0	16.0	
17. FREE BOSTON W	* 330637.5	********	330585.3	******** *	62.	237.	AG	719.	2.9	0.0	16.0	
18. FREE BOSTON W	* 330585.3	********	330546.8	******** *	46.	236.	AG	719.	2.9	0.0	16.0	
19. FREE COLONY N	* 330845.4	********	330831.7	******** *	36.	338.	AG	1696.	2.9	0.0	16.0	
20. FREE COLONY N	* 330831.7	********	330690.0	******** *	343.	336.	AG	1696.	2.9	0.0	16.0	
21. QUEUE BOSTON WB	* 330856.5	********	331227.2	******** *	474.	51.	AG	27.	100.0	0.0	8.0	2.02 79.0
22. QUEUE BOSTON WB	* 330909.8	********	331279.3	******** *	474.	51.	AG	27.	100.0	0.0	8.0	2.02 79.0
23. QUEUE BOSTON WB	* 330965.8	********	331338.6	******** *	474.	52.	AG	27.	100.0	0.0	8.0	2.02 79.0
24. QUEUE BOSTON WB	* 330997.0	********	331348.8	******** *	474.	48.	AG	27.	100.0	0.0	8.0	2.02 79.0
25. QUEUE COLONY NB	* 330857.3	********	330937.1	******** *	260.	162.	AG	23.	100.0	0.0	8.0	1.19 43.3
26. QUEUE COLONY NB	* 330874.4	********	330925.3	******** *	260.	169.	AG	23.	100.0	0.0	8.0	1.19 43.3
27. QUEUE COLONY NB	* 330883.1	********	330913.1	******** *	260.	173.	AG	23.	100.0	0.0	8.0	1.19 43.3
28. QUEUE BOSTON EB	* 330835.2	********	330811.7	******** *	31.	228.	AG	27.	100.0	0.0	8.0	0.96 5.2
29. QUEUE BOSTON EB	* 330784.9	********	330758.1	******** *	31.	239.	AG	27.	100.0	0.0	8.0	0.96 5.2
30. QUEUE BOSTON EB	* 330626.4	********	330600.5	******** *	31.	236.	AG	27.	100.0	0.0	8.0	0.96 5.2
31. QUEUE COLONY SB	* 330836.3	********	330657.8	******** *	699.	337.	AG	23.	100.0	0.0	8.0	1.71 116.5

DATE: 03/08/ 0
TIME: 17:59:46

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH	RED TIME	CLEARANCE LOST TIME	APPROACH VOL	SATURATION FLOW RATE	IDLE EMFAC	SIGNAL TYPE	ARRIVAL RATE
	*	(SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
21. QUEUE BOSTON WB	*	100	80	5.0	542	1035	6.39	2	3
22. QUEUE BOSTON WB	*	100	80	5.0	542	1035	6.39	2	3
23. QUEUE BOSTON WB	*	100	80	5.0	542	1035	6.39	2	3
24. QUEUE BOSTON WB	*	100	80	5.0	542	1035	6.39	2	3
25. QUEUE COLONY NB	*	100	66	6.0	792	1277	6.39	2	3
26. QUEUE COLONY NB	*	100	66	6.0	792	1277	6.39	2	3
27. QUEUE COLONY NB	*	100	66	6.0	792	1277	6.39	2	3
28. QUEUE BOSTON EB	*	100	80	5.0	315	1267	6.39	2	3
29. QUEUE BOSTON EB	*	100	80	5.0	315	1267	6.39	2	3
30. QUEUE BOSTON EB	*	100	80	5.0	315	1267	6.39	2	3
31. QUEUE COLONY SB	*	100	66	6.0	987	1114	6.39	2	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
1.	*	330861.9	********	1.8	*
2.	*	330881.3	********	1.8	*
3.	*	330898.9	********	1.8	*
4.	*	330918.6	********	1.8	*
5.	*	330938.2	********	1.8	*
6.	*	330952.1	********	1.8	*
7.	*	330971.6	********	1.8	*
8.	*	330972.2	********	1.8	*
9.	*	330991.2	********	1.8	*
10.	*	331010.2	********	1.8	*
11.	*	331017.8	********	1.8	*
12.	*	331035.5	********	1.8	*
13.	*	331044.6	********	1.8	*
14.	*	331064.7	********	1.8	*
15.	*	331080.9	********	1.8	*
16.	*	331101.0	********	1.8	*
17.	*	331117.7	********	1.8	*
18.	*	331097.6	********	1.8	*
19.	*	331094.6	********	1.8	*
20.	*	331074.5	********	1.8	*
21.	*	331059.0	********	1.8	*
22.	*	331041.4	********	1.8	*
23.	*	331033.1	********	1.8	*
24.	*	331014.0	********	1.8	*
25.	*	330995.0	********	1.8	*
26.	*	330986.7	********	1.8	*
27.	*	330967.3	********	1.8	*
28.	*	330966.4	********	1.8	*
29.	*	330946.8	********	1.8	*
30.	*	330927.1	********	1.8	*
31.	*	330913.2	********	1.8	*
32.	*	330893.7	********	1.8	*
33.	*	330874.2	********	1.8	*

34.	*	330825.2	********	1.8	*

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
35.	*	330821.2	********	1.8	*
36.	*	330810.8	********	1.8	*
37.	*	330800.5	********	1.8	*
38.	*	330790.2	********	1.8	*
39.	*	330779.8	********	1.8	*
40.	*	330769.5	********	1.8	*
41.	*	330759.2	********	1.8	*
42.	*	330748.8	********	1.8	*
43.	*	330738.5	********	1.8	*
44.	*	330728.2	********	1.8	*
45.	*	330717.8	********	1.8	*
46.	*	330707.5	********	1.8	*
47.	*	330697.2	********	1.8	*
48.	*	330686.9	********	1.8	*
49.	*	330700.5	********	1.8	*
50.	*	330710.8	********	1.8	*
51.	*	330721.1	********	1.8	*
52.	*	330731.5	********	1.8	*
53.	*	330741.8	********	1.8	*
54.	*	330752.1	********	1.8	*
55.	*	330762.4	********	1.8	*
56.	*	330772.8	********	1.8	*
57.	*	330783.1	********	1.8	*
58.	*	330793.4	********	1.8	*
59.	*	330803.8	********	1.8	*
60.	*	330814.1	********	1.8	*
61.	*	330824.4	********	1.8	*
62.	*	330834.8	********	1.8	*
63.	*	330842.3	********	1.8	*
64.	*	330851.9	********	1.8	*
65.	*	330866.0	********	1.8	*
66.	*	330875.2	********	1.8	*
67.	*	330881.4	********	1.8	*
68.	*	330886.8	********	1.8	*
69.	*	330891.0	********	1.8	*
70.	*	330895.4	********	1.8	*
71.	*	330896.7	********	1.8	*
72.	*	330898.1	********	1.8	*
73.	*	330875.5	********	1.8	*
74.	*	330874.2	********	1.8	*
75.	*	330872.8	********	1.8	*
76.	*	330872.4	********	1.8	*
77.	*	330868.2	********	1.8	*
78.	*	330864.2	********	1.8	*
79.	*	330858.1	********	1.8	*

80.	*	330853.1	*******	1.8	*
81.	*	330844.1	*******	1.8	*
82.	*	330830.9	*******	1.8	*
83.	*	330822.3	*******	1.8	*
84.	*	330803.1	*******	1.8	*

DATE: 03/08/ 0
TIME: 17:59:46

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z	*
85.	*	330783.5	*******	1.8	*
86.	*	330762.4	*******	1.8	*
87.	*	330746.3	*******	1.8	*
88.	*	330724.9	*******	1.8	*
89.	*	330703.6	*******	1.8	*
90.	*	330682.2	*******	1.8	*
91.	*	330660.8	*******	1.8	*
92.	*	330643.6	*******	1.8	*
93.	*	330622.7	*******	1.8	*
94.	*	330601.8	*******	1.8	*
95.	*	330591.6	*******	1.8	*
96.	*	330570.8	*******	1.8	*
97.	*	330540.4	*******	1.8	*
98.	*	330561.2	*******	1.8	*
99.	*	330579.0	*******	1.8	*
100.	*	330599.9	*******	1.8	*
101.	*	330620.8	*******	1.8	*
102.	*	330631.5	*******	1.8	*
103.	*	330652.9	*******	1.8	*
104.	*	330674.2	*******	1.8	*
105.	*	330695.6	*******	1.8	*
106.	*	330717.0	*******	1.8	*
107.	*	330734.2	*******	1.8	*
108.	*	330755.3	*******	1.8	*
109.	*	330770.5	*******	1.8	*
110.	*	330789.8	*******	1.8	*
111.	*	330807.3	*******	1.8	*
112.	*	330825.3	*******	1.8	*
113.	*	330842.0	*******	1.8	*
114.	*	330832.5	*******	1.8	*
115.	*	330851.2	*******	1.8	*
116.	*	330861.8	*******	1.8	*

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: 0-350.

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
____*_____

0.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4	0.5
10.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.5	0.5
20.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.5	0.5
30.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.5	0.5
40.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.3	0.4	0.5	0.4
50.	*	0.1	0.2	0.2	0.2	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.2	0.1	0.1	0.2	0.2	0.1	0.3	0.3	0.3
60.	*	0.2	0.3	0.3	0.3	0.3	0.3	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.0	0.0	0.0	0.0
70.	*	0.2	0.3	0.3	0.3	0.2	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.0	0.0	0.0	0.0
80.	*	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.0	0.0	0.0	0.0
90.	*	0.2	0.2	0.3	0.3	0.3	0.3	0.4	0.4	0.5	0.4	0.5	0.5	0.5	0.5	0.5	0.4	0.0	0.0	0.0	0.0
100.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.0	0.0	0.0	0.0
110.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.0	0.0	0.0	0.0
120.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.0	0.0	0.0	0.0
130.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.0	0.0	0.0	0.0
140.	*	0.2	0.2	0.1	0.3	0.3	0.2	0.3	0.3	0.4	0.5	0.4	0.5	0.4	0.5	0.4	0.5	0.0	0.0	0.0	0.0
150.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.4	0.5	0.4	0.5	0.0	0.0	0.0	0.0
160.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0
170.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0
180.	*	0.3	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0
190.	*	0.3	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0
200.	*	0.3	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0
210.	*	0.1	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0
220.	*	0.1	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.4	0.5	0.4	0.4	0.4	0.5	0.4	0.0	0.0	0.0	0.0
230.	*	0.1	0.0	0.2	0.1	0.1	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.3	0.3	0.3	0.1	0.1	0.1	0.1
240.	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4	0.3
250.	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4
260.	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.5	0.5
270.	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.5
280.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.4	0.4	0.4
290.	*	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.4	0.4	0.4
300.	*	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.3	0.4	0.4
310.	*	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.3	0.4	0.4
320.	*	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.4	0.3	0.4
330.	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.4	0.3	0.4
340.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.4	0.4	0.4
350.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.4	0.4	0.4

____*_____

MAX	*	0.3	0.3	0.3	0.3	0.3	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.5	0.5
DEGR	*	180	60	60	60	50	70	60	60	120	210	220	210	210	210	220	210	30	260	260	270

MODEL RESULTS
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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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
---*----------
0. * 0.5 0.5 0.5 0.5 0.4 0.4 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3
10. * 0.5 0.5 0.5 0.5 0.4 0.4 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3
20. * 0.5 0.5 0.5 0.5 0.5 0.4 0.4 0.4 0.3 0.3 0.3 0.2 0.2 0.3 0.2 0.3 0.3 0.3 0.3 0.3
30. * 0.5 0.5 0.5 0.5 0.5 0.5 0.4 0.4 0.3 0.3 0.3 0.2 0.2 0.3 0.2 0.2 0.2 0.2 0.2 0.2
40. * 0.5 0.4 0.4 0.4 0.5 0.5 0.3 0.3 0.2 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2
50. * 0.3 0.3 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.1 0.3 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2
60. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.3 0.2 0.2 0.2 0.2 0.2
70. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.3 0.2 0.2 0.2 0.2 0.2
80. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.2
90. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.2
100. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.2
110. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.3 0.3 0.3
120. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.2 0.3 0.3 0.3 0.3
130. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.3 0.3 0.3 0.3 0.3
140. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.3 0.3 0.2 0.3 0.3 0.3
150. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.3 0.2 0.2 0.2 0.2
160. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.4 0.3 0.3 0.2 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.5 0.4 0.4 0.3 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.5 0.4 0.4 0.4 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.5 0.4 0.4 0.4 0.2 0.3 0.3 0.3 0.2 0.2 0.2 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.5 0.5 0.4 0.4 0.3 0.3 0.3 0.3 0.3 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.5 0.4 0.4 0.4 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.5 0.4 0.4 0.4 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.5 0.4 0.4 0.4 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.4 0.4 0.3 0.4 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.5 0.4 0.4 0.5 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1
340. * 0.5 0.4 0.4 0.4 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.3 0.3 0.3 0.3 0.3 0.3 0.3
350. * 0.5 0.5 0.4 0.5 0.2 0.1 0.1 0.2 0.2 0.3 0.2 0.2 0.1 0.3 0.3 0.3 0.3 0.3 0.3 0.3
---*----------
MAX * 0.5 0.5 0.5 0.5 0.5 0.5 0.4 0.4 0.3 0.3 0.3 0.3 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3
DEGR * 350 350 30 350 40 40 20 20 0 0 20 40 0 10 0 0 0 0 0 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: 0-350.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
———*———————————————

ANGLE* (PPM)
(DEGR)* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
---*----------
0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.3 0.5 0.1 0.2 0.1 0.1 0.2 0.1 0.2 0.2
10. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.1 0.2 0.1 0.2 0.2 0.2 0.2 0.2
20. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.2 0.1 0.1 0.2 0.2 0.2 0.2 0.2
30. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.2 0.2 0.1 0.2 0.1 0.2 0.1 0.1
40. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1
50. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1
60. * 0.0 0.0 0.0 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1
70. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.2
80. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.2 0.1 0.1 0.2 0.1 0.2 0.1 0.2
90. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1
100. * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
110. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
120. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.2
130. * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.2 0.2 0.1 0.2 0.1 0.2
140. * 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.1 0.3 0.3 0.1 0.3 0.2 0.3
150. * 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.2 0.2 0.3 0.2 0.1 0.1 0.1 0.3 0.3 0.4 0.3 0.2 0.1
160. * 0.1 0.1 0.1 0.3 0.2 0.1 0.2 0.2 0.3 0.3 0.3 0.2 0.0 0.1 0.2 0.3 0.3 0.1 0.2 0.1
170. * 0.1 0.2 0.2 0.2 0.3 0.3 0.4 0.5 0.5 0.4 0.3 0.3 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.0
180. * 0.1 0.2 0.1 0.2 0.3 0.3 0.4 0.4 0.5 0.5 0.4 0.4 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0
190. * 0.2 0.2 0.1 0.3 0.3 0.3 0.4 0.5 0.5 0.4 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
200. * 0.1 0.1 0.1 0.3 0.2 0.3 0.4 0.4 0.5 0.5 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
210. * 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.4 0.4 0.5 0.4 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
220. * 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.4 0.5 0.4 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
230. * 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.2 0.3 0.3 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.2 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.1 0.1 0.2 0.1 0.2 0.3 0.3 0.2 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
260. * 0.1 0.1 0.1 0.1 0.2 0.3 0.3 0.3 0.3 0.4 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
270. * 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.2 0.3 0.4 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.1 0.1 0.2 0.2 0.3 0.2 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
290. * 0.2 0.2 0.1 0.1 0.2 0.2 0.3 0.3 0.4 0.4 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
300. * 0.2 0.2 0.2 0.1 0.2 0.3 0.2 0.3 0.4 0.4 0.3 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
310. * 0.3 0.3 0.3 0.3 0.2 0.3 0.2 0.4 0.3 0.5 0.3 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
320. * 0.3 0.3 0.3 0.3 0.4 0.3 0.3 0.4 0.4 0.5 0.3 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
330. * 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.5 0.6 0.4 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
340. * 0.1 0.1 0.1 0.1 0.1 0.2 0.3 0.4 0.5 0.5 0.5 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2
350. * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.3 0.4 0.4 0.6 0.4 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1
---*----------
MAX * 0.3 0.3 0.3 0.3 0.4 0.3 0.4 0.5 0.5 0.6 0.6 0.5 0.2 0.2 0.3 0.3 0.4 0.3 0.2 0.3
DEGR * 310 310 310 60 320 170 170 190 340 330 350 0 20 0 140 140 150 140 0 140

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: 0-350.

WIND * CONCENTRATION
ANGLE* (PPM)
(DEGR)* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100

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___*_____________________________________________________
  0. * 0.2 0.2 0.3 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0
 10. * 0.1 0.3 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0
 20. * 0.1 0.1 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.1 0.1 0.0 0.0 0.0 0.0
 30. * 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0
 40. * 0.1 0.1 0.0 0.0 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.0 0.0 0.0 0.0
 50. * 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 60. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 70. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.0
 80. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
 90. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1
100. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
110. * 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1
120. * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
130. * 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.2
140. * 0.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.2
150. * 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
160. * 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
170. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1
180. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
190. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
200. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1
210. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
220. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
230. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
240. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
250. * 0.0 0.1 0.1 0.0 0.2 0.1 0.1 0.1 0.1 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0
260. * 0.0 0.1 0.1 0.0 0.2 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.0 0.1 0.0 0.0 0.0 0.0 0.0
270. * 0.0 0.1 0.1 0.1 0.2 0.0 0.1 0.1 0.1 0.1 0.0 0.1 0.2 0.0 0.1 0.0 0.0 0.0 0.0 0.0
280. * 0.1 0.1 0.2 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.1 0.1 0.0 0.0 0.0 0.0
290. * 0.0 0.1 0.2 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.1 0.1 0.0 0.0 0.0 0.0
300. * 0.0 0.2 0.1 0.1 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.0 0.0 0.1 0.0 0.0 0.0 0.0
310. * 0.0 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.1 0.0 0.0 0.0 0.0
320. * 0.0 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.1 0.0 0.0 0.0 0.0
330. * 0.1 0.2 0.1 0.1 0.1 0.1 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.1 0.0 0.0 0.0 0.0
340. * 0.1 0.3 0.1 0.1 0.1 0.2 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.1 0.0 0.0 0.0 0.0
350. * 0.3 0.3 0.3 0.1 0.1 0.2 0.0 0.1 0.1 0.1 0.1 0.0 0.2 0.1 0.0 0.1 0.0 0.0 0.0 0.0
___*_____________________________________________________
MAX * 0.3 0.3 0.3 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.1 0.1 0.1 0.1 0.1 0.2
DEGR * 350 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 70 100 70 130
```


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: 0-350.

```
WIND * CONCENTRATION
ANGLE*    (PPM)
(DEGR)* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116
___*_____________________________________________________
  0. * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.0 0.1
```

```
 10. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.2  0.2  0.2  0.0  0.1
 20. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.2
 30. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.2  0.1  0.0  0.2
 40. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.2  0.1  0.0  0.2
 50. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.1  0.3  0.1  0.0
 60. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.3  0.1  0.3  0.2  0.0
 70. *  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.2  0.1  0.2  0.2  0.0
 80. *  0.1  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.0  0.2  0.1  0.1  0.2  0.2  0.0
 90. *  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.1  0.2  0.1  0.1  0.1  0.2  0.0
100. *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.1  0.1  0.2  0.2  0.0
110. *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.1  0.2  0.2  0.2  0.0
120. *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.2  0.2  0.1  0.2  0.0
130. *  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.0  0.2  0.1  0.1  0.2  0.0
140. *  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.0  0.2  0.2  0.1  0.1  0.0
150. *  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.0  0.1  0.2  0.1  0.1  0.0
160. *  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.0  0.1  0.2  0.2  0.2  0.1
170. *  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.1  0.1  0.0  0.1  0.2  0.2
180. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.1  0.3  0.2
190. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.1  0.2  0.2
200. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.1  0.1  0.2
210. *  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.1  0.0  0.0  0.1  0.1  0.1
220. *  0.1  0.1  0.0  0.1  0.1  0.1  0.1  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.1  0.1
230. *  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
240. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1
250. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1
260. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1
270. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.1  0.1
280. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.0  0.1  0.1
290. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.0  0.1  0.2
300. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.2  0.1
310. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.2  0.1
320. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.2  0.3
330. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.2  0.1  0.3
340. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.3  0.3  0.1  0.2
350. *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.2  0.3  0.3  0.0  0.1
____*_____________________________________________________________
MAX. *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.2  0.3  0.3  0.3  0.3  0.3
DEGR. *  70   70   70   70   80  100   80  100   70   90   80   60  340    0  180  320

THE HIGHEST CONCENTRATION OF  0.60 PPM OCCURRED AT RECEPTOR REC70.
                                                                    PAGE 11
  JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER          RUN: 2018 EXISTING PM PEAK

  DATE: 03/08/ 0
  TIME: 17:59:46


  RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
  THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR.

    *  COLINK (PPM)
    *  ANGLE (DEGREES)
    * REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
LINK.#*  180   60   60   60   50   70   60   60  120  210  220  210  210  210  220  210   30  260  260  270
____*_____________________________________________________________
  1 *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

```
  5 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.1  0.1  0.1
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0
  8 *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 17 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 18 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 19 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 20 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 21 *  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 22 *  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 23 *  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 24 *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1  0.1
 25 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 26 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 27 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 28 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 29 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 30 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 31 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0

                                                    PAGE 12
 JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTE        RUN: 2018 EXISTING PM PEAK

 DATE: 03/08/ 0
 TIME: 17:59:46


 RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
 THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

    *  CO LINK (PPM)
    *  ANGLE (DEGREES)
    * REC 21 REC 22 REC 23 REC 24 REC 25 REC 26 REC 27 REC 28 REC 29 REC 30 REC 31 REC 32 REC 33 REC 34 REC 35 REC 36 REC 37 REC 38 REC 39 REC 40
LINK #*  350  350   30  350   40   40   20   20    0    0   20   40    0   10    0    0    0    0    0    0
 ____*_____________________________________________________________________________________________________
  1 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  2 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  3 *  0.0  0.0  0.0  0.0  0.0  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  4 *  0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  5 *  0.0  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  6 *  0.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  7 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  8 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
  9 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 10 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 11 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 12 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 13 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 14 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 15 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
 16 *  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
```

17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2
21 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1

DATE: 03/08/ 0
TIME: 17:59:46

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51 REC52 REC53 REC54 REC55 REC56 REC57 REC58 REC59 REC60
LINK#* 0 0 0 0 0 0 110 110 160 160 160 170 170 170 170 170 180 180 310 310
---*---

1 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* COLINK (PPM)
* ANGLE (DEGREES)
* REC61 REC62 REC63 REC64 REC65 REC66 REC67 REC68 REC69 REC70 REC71 REC72 REC73 REC74 REC75 REC76 REC77 REC78 REC79 REC80
LINK.#* 310 310 310 60 320 170 170 190 340 330 350 0 20 0 140 140 150 140 0 140
----*----------

1 * 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
3 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
4 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
5 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.2 0.1 0.2 0.1 0.0 0.0 0.1 0.0 0.0 0.1 0.2 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.2 0.2 0.1 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
20 * 0.2 0.2 0.2 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
21 * 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.1 0.1 0.2 0.1 0.2 0.2 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1
26 * 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.1 0.1 0.1 0.0 0.0 0.1 0.1 0.1 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* REC81 REC82 REC83 REC84 REC85 REC86 REC87 REC88 REC89 REC90 REC91 REC92 REC93 REC94 REC95 REC96 REC97 REC98 REC99 REC100

LINK#	*	350	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	100	70	130
1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	*	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	*	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	*	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	*	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1
18	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0
19	*	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	*	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28	*	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29	*	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
31	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PAGE 16

JOB: 267 OLD COLONY #2 4-WAY COLONY/DORCHESTER RUN: 2018 EXISTING PM PEAK

DATE: 03/08/ 0
TIME: 17:59:46

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO LINK (PPM)
* ANGLE (DEGREES)
* RE101 RE102 RE103 RE104 RE105 RE106 RE107 RE108 RE109 RE110 RE111 RE112 RE113 RE114 RE115 RE116

LINK#	*	70	70	70	70	80	100	80	100	70	90	80	60	340	0	180	320
1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1
2	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

6 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
7 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
8 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.0
9 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
11 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0
14 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
16 * 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
19 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1
20 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.1
21 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0
22 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
23 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
24 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
25 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
26 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
27 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
28 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
29 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
30 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
31 * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.0 0.0

APPENDIX C – NOISE APPENDIX

APPENDIX C
NOISE

267 OLD COLONY AVENUE
PROJECT NOTIFICATION FORM

Page **Contents**

2 Figure 1: Modeling Receptor Locations
3 Cadna Noise Modeling Results

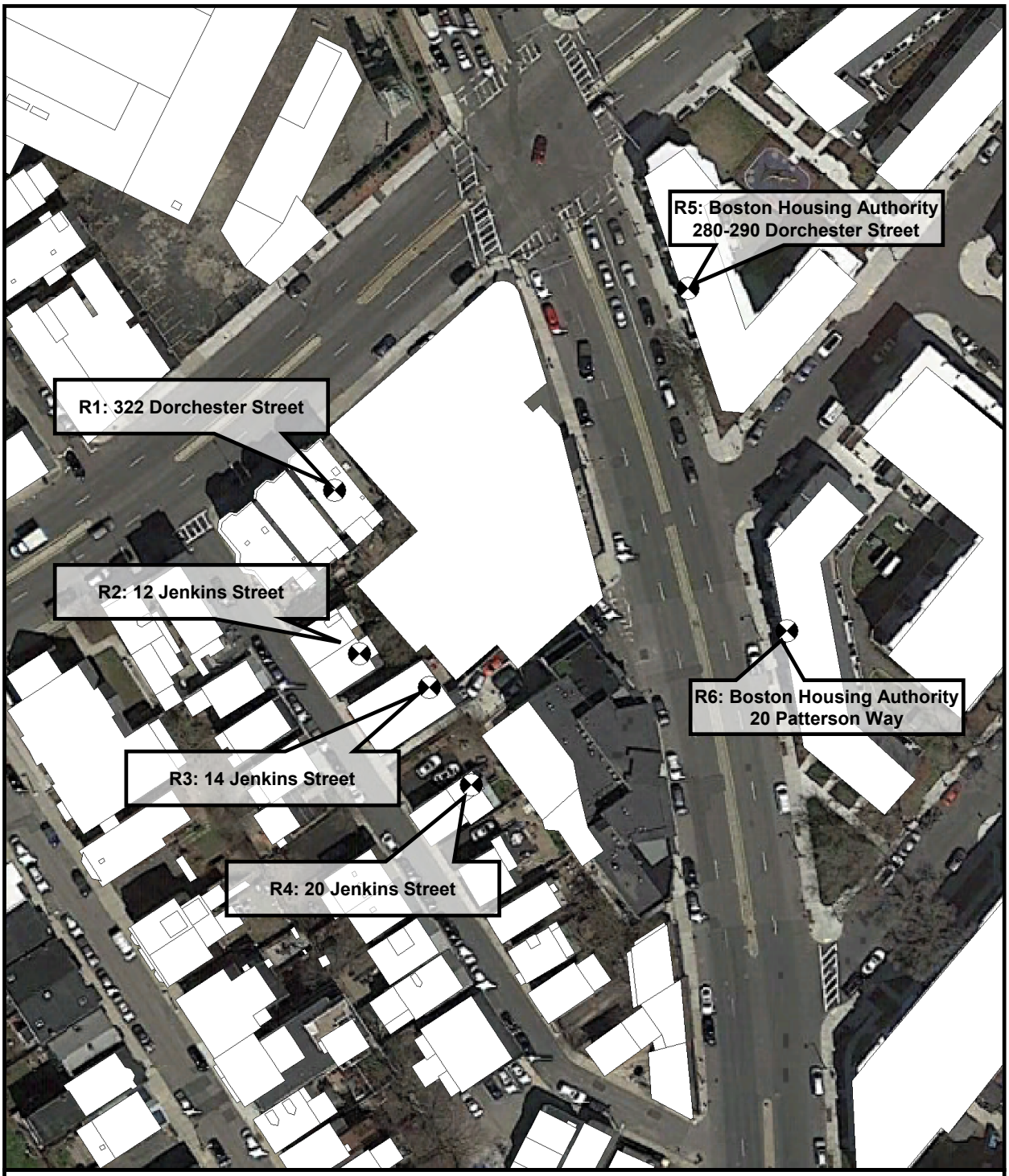


FIGURE 1
Modeling Receptor Locations
267 Old Colony Avenue

Cadna Noise Modeling Results

City of Boston Noise Ordinance Analysis

	31.5	63	125	250	500	1000	2000	4000	8000	A-Wtd	
Local Nighttime Limit	68	67	61	52	46	40	33	28	26	**50**	
Nighttime Results	**31.5**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**	**A-Wtd**	**Complies Night?**
322 Dorchester St	48	46	47	43	45	39	32	26	22	**44.8**	**YES**
12 Jenkins St	45	44	47	43	46	39	32	23	20	**45.0**	**YES**
14 Jenkins St	45	41	40	34	35	33	26	19	17	**37.0**	**YES**
20 Jenkins St	43	41	43	39	41	35	27	19	16	**40.7**	**YES**
BHA - 280-290 Dorchester St	43	41	43	39	43	39	33	25	20	**43.5**	**YES**
BHA - 20 Patterson Way	42	41	43	39	42	36	28	20	14	**41.6**	**YES**
Max Impact	***48***	***46***	***47***	***43***	***46***	***39***	***33***	***26***	***22***		
Max Exceedance	***NA***	***NA***	***NA***	***NA***	***NA***	***NA***	***NA***	***NA***	***NA***		

MassDEP Noise Policy Analysis

NIGHTTIME RESULTS & MASSDEP ANALYSIS (< +10 dBA)	**Impact Level (dBA)**	**Background Level (dBA)**	***Total Level (dBA)***	***Increase (dBA)***	**Complies Night?**
322 Dorchester St	44.8	40.9	46.3	**+5.4**	**YES**
12 Jenkins St	45.0	40.9	46.4	**+5.6**	**YES**
14 Jenkins St	37.0	40.9	42.4	**+1.5**	**YES**
20 Jenkins St	40.7	40.9	43.8	**+3.0**	**YES**
BHA - 280-290 Dorchester St	43.5	45.5	47.6	**+2.1**	**YES**
BHA - 20 Patterson Way	41.6	42.7	45.2	**+2.5**	**YES**

APPENDIX D – TRANSPORTATION APPENDIX

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Dorchester Avenue							Dorchester Street							Preble Street							Dorchester Avenue							Boston Street							Southampton Street							
	from North							from Northeast							from East							from South							from Southwest							from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	11	12	16	3	6	0	48	4	33	32	7	1	0	77	1	2	88	7	1	0	99	3	20	25	36	0	0	84	0	2	28	20	32	0	82	3	5	36	31	27	0	102	492
7:15 AM	13	17	18	5	2	0	55	6	52	41	11	1	0	111	1	7	89	10	3	0	110	5	23	26	34	0	0	88	0	1	31	30	39	0	101	0	6	29	23	23	0	81	546
7:30 AM	15	17	14	4	4	0	54	4	35	29	8	3	0	79	1	3	74	11	3	0	92	0	14	19	16	0	0	49	0	1	27	34	31	0	93	4	2	27	21	22	0	76	443
7:45 AM	11	18	9	10	3	0	51	4	39	25	6	0	0	74	3	4	54	6	3	0	70	3	12	27	26	1	0	69	0	1	15	29	28	0	73	4	6	40	15	17	0	82	419
Total	50	64	57	22	15	0	208	18	159	127	32	5	0	341	6	16	305	34	10	0	371	11	69	97	112	1	0	290	0	5	101	113	130	0	349	11	19	132	90	89	0	341	1900
8:00 AM	17	17	11	7	4	1	57	4	48	18	8	2	0	80	1	7	69	5	1	0	83	8	14	40	20	0	0	82	1	3	16	29	21	0	70	3	3	43	24	21	1	95	467
8:15 AM	17	15	17	7	0	0	56	4	54	21	6	2	1	88	1	3	75	9	0	0	88	5	17	25	30	0	0	77	0	1	26	22	30	0	79	1	3	55	29	17	0	105	493
8:30 AM	18	14	16	3	5	1	57	2	51	34	10	1	1	99	0	5	93	6	3	0	107	2	15	26	22	0	0	65	0	6	15	30	24	0	75	1	3	40	24	19	0	87	490
8:45 AM	17	17	11	7	3	0	55	6	47	32	12	1	0	98	3	0	87	10	0	0	100	2	23	40	28	1	0	94	0	2	24	32	34	0	92	1	6	41	25	19	0	92	531
Total	69	63	55	24	12	2	225	16	200	105	36	6	2	365	5	15	324	30	4	0	378	17	69	131	100	1	0	318	1	12	81	113	109	0	316	6	15	179	102	76	1	379	1981
Grand Total	119	127	112	46	27	2	433	34	359	232	68	11	2	706	11	31	629	64	14	0	749	28	138	228	212	2	0	608	1	17	182	226	239	0	665	17	34	311	192	165	1	720	3881
Approach %	27.5	29.3	25.9	10.6	6.2	0.5		4.8	50.8	32.9	9.6	1.6	0.3		1.5	4.1	84.0	8.5	1.9	0.0		4.6	22.7	37.5	34.9	0.3	0.0		0.2	2.6	27.4	34.0	35.9	0.0		2.4	4.7	43.2	26.7	22.9	0.1		
Total %	3.1	3.3	2.9	1.2	0.7	0.1	11.2	0.9	9.3	6.0	1.8	0.3	0.1	18.2	0.3	0.8	16.2	1.6	0.4	0.0	19.3	0.7	3.6	5.9	5.5	0.1	0.0	15.7	0.0	0.4	4.7	5.8	6.2	0.0	17.1	0.4	0.9	8.0	4.9	4.3	0.0	18.6	
Exiting Leg Total																					413							229							442							1559	3881
Cars	78	108	92	37	19	2	336	31	340	213	57	11	2	654	6	30	597	56	11	0	700	26	123	194	180	2	0	525	0	11	159	209	197	0	576	16	29	284	182	142	1	654	3445
% Cars	65.5	85.0	82.1	80.4	70.4	100.0	77.6	91.2	94.7	91.8	83.8	100.0	100.0	92.6	54.5	96.8	94.9	87.5	78.6	0.0	93.5	92.9	89.1	85.1	84.9	100.0	0.0	86.3	0.0	64.7	87.4	92.5	82.4	0.0	86.6	94.1	85.3	91.3	94.8	86.1	100.0	90.8	88.8
Exiting Leg Total							608							491							369							189							395							1393	3445
Heavy Vehicles	41	19	20	9	8	0	97	3	19	19	11	0	0	52	5	1	32	8	3	0	49	2	15	34	32	0	0	83	1	6	23	17	42	0	89	1	5	27	10	23	0	66	436
% Heavy Vehicles	34.5	15.0	17.9	19.6	29.6	0.0	22.4	8.8	5.3	8.2	16.2	0.0	0.0	7.4	45.5	3.2	5.1	12.5	21.4	0.0	6.5	7.1	10.9	14.9	15.1	0.0	0.0	13.7	100.0	35.3	12.6	7.5	17.6	0.0	13.4	5.9	14.7	8.7	5.2	13.9	0.0	9.2	11.2
Exiting Leg Total							78							61							44							40							47							166	436

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dorchester Avenue							Dorchester Street							Preble Street							Dorchester Avenue							Boston Street							Southampton Street							
	from North							from Northeast							from East							from South							from Southwest							from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	17	17	11	7	4	1	57	4	48	18	8	2	0	80	1	7	69	5	1	0	83	8	14	40	20	0	0	82	1	3	16	29	21	0	70	3	3	43	24	21	1	95	467
8:15 AM	17	15	17	7	0	0	56	4	54	21	6	2	1	88	1	3	75	9	0	0	88	5	17	25	30	0	0	77	0	1	26	22	30	0	79	1	3	55	29	17	0	105	493
8:30 AM	18	14	16	3	5	1	57	2	51	34	10	1	1	99	0	5	93	6	3	0	107	2	15	26	22	0	0	65	0	6	15	30	24	0	75	1	3	40	24	19	0	87	490
8:45 AM	17	17	11	7	3	0	55	6	47	32	12	1	0	98	3	0	87	10	0	0	100	2	23	40	28	1	0	94	0	2	24	32	34	0	92	1	6	41	25	19	0	92	531
Total Volume	69	63	55	24	12	2	225	16	200	105	36	6	2	365	5	15	324	30	4	0	378	17	69	131	100	1	0	318	1	12	81	113	109	0	316	6	15	179	102	76	1	379	1981
% Approach Total	30.7	28.0	24.4	10.7	5.3	0.9		4.4	54.8	28.8	9.9	1.6	0.5		1.3	4.0	85.7	7.9	1.1	0.0		5.3	21.7	41.2	31.4	0.3	0.0		0.3	3.8	25.6	35.8	34.5	0.0		1.6	4.0	47.2	26.9	20.1	0.3		
PHF	0.958	0.926	0.809	0.857	0.600	0.500	0.987	0.667	0.926	0.772	0.750	0.750	0.500	0.922	0.417	0.536	0.871	0.750	0.333	0.000	0.883	0.531	0.750	0.819	0.833	0.250	0.000	0.846	0.250	0.500	0.779	0.883	0.801	0.000	0.859	0.500	0.625	0.814	0.879	0.905	0.250	0.902	0.933
Cars	46	55	48	20	8	2	179	16	187	93	30	6	2	334	0	15	307	27	2	0	351	15	60	111	84	1	0	271	0	7	71	101	87	0	266	5	11	160	98	64	1	339	1740
Cars %	66.7	87.3	87.3	83.3	66.7	100.0	79.6	100.0	93.5	88.6	83.3	100.0	100.0	91.5	0.0	100.0	94.8	90.0	50.0	0.0	92.9	88.2	87.0	84.7	84.0	100.0	0.0	85.2	0.0	58.3	87.7	89.4	79.8	0.0	84.2	83.3	73.3	89.4	96.1	84.2	100.0	89.4	87.8
Heavy Vehicles	23	8	7	4	4	0	46	0	13	12	6	0	0	31	5	0	17	3	2	0	27	2	9	20	16	0	0	47	1	5	10	12	22	0	50	1	4	19	4	12	0	40	241
Heavy Vehicles %	33.3	12.7	12.7	16.7	33.3	0.0	20.4	0.0	6.5	11.4	16.7	0.0	0.0	8.5	100.0	0.0	5.2	10.0	50.0	0.0	7.1	11.8	13.0	15.3	16.0	0.0	0.0	14.8	100.0	41.7	12.3	10.6	20.2	0.0	15.8	16.7	26.7	10.6	3.9	15.8	0.0	10.6	12.2
Cars Enter Leg	46	55	48	20	8	2	179	16	187	93	30	6	2	334	0	15	307	27	2	0	351	15	60	111	84	1	0	271	0	7	71	101	87	0	266	5	11	160	98	64	1	339	1740
Heavy Enter Leg	23	8	7	4	4	0	46	0	13	12	6	0	0	31	5	0	17	3	2	0	27	2	9	20	16	0	0	47	1	5	10	12	22	0	50	1	4	19	4	12	0	40	241
Total Entering Leg	69	63	55	24	12	2	225	16	200	105	36	6	2	365	5	15	324	30	4	0	378	17	69	131	100	1	0	318	1	12	81	113	109	0	316	6	15	179	102	76	1	379	1981
Cars Exiting Leg							309							239							208							91							181							712	1740
Heavy Exiting Leg							44							32							30							20							24							91	241
Total Exiting Leg							353							271							238							111							205							803	1981

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Cars-Combined (Motorcycles, Cars, Light Goods)

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	7	9	9	2	5	0	32	1	31	30	6	1	0	69	1	2	85	6	0	0	94	3	17	22	32	0	0	74	0	2	20	18	28	0	68	3	5	34	30	24	0	96	433
7:15 AM	9	15	14	4	1	0	43	6	49	40	10	1	0	106	1	7	83	8	3	0	102	5	22	24	32	0	0	83	0	1	27	29	33	0	90	0	5	29	22	19	0	75	499
7:30 AM	10	14	13	3	3	0	43	4	35	26	7	3	0	75	1	3	71	10	3	0	88	0	14	16	12	0	0	42	0	1	27	34	24	0	86	4	2	25	18	18	0	67	401
7:45 AM	6	15	8	8	2	0	39	4	38	24	4	0	0	70	3	3	51	5	3	0	65	3	10	21	20	1	0	55	0	0	14	27	25	0	66	4	6	36	14	17	0	77	372
Total	32	53	44	17	11	0	157	15	153	120	27	5	0	320	6	15	290	29	9	0	349	11	63	83	96	1	0	254	0	4	88	108	110	0	310	11	18	124	84	78	0	315	1705
8:00 AM	15	13	11	7	3	1	50	4	44	17	6	2	0	73	0	7	64	4	0	0	75	8	13	33	16	0	0	70	0	1	14	28	19	0	62	3	2	38	24	17	1	85	415
8:15 AM	9	12	14	6	0	0	41	4	52	20	5	2	1	84	0	3	72	9	0	0	84	3	15	23	26	0	0	67	0	1	24	20	25	0	70	1	0	50	27	13	0	91	437
8:30 AM	11	13	13	3	3	1	44	2	46	31	9	1	1	90	0	5	89	6	2	0	102	2	12	24	16	0	0	54	0	3	12	25	18	0	58	0	3	36	24	17	0	80	428
8:45 AM	11	17	10	4	2	0	44	6	45	25	10	1	0	87	0	0	82	8	0	0	90	2	20	31	26	1	0	80	0	2	21	28	25	0	76	1	6	36	23	17	0	83	460
Total	46	55	48	20	8	2	179	16	187	93	30	6	2	334	0	15	307	27	2	0	351	15	60	111	84	1	0	271	0	7	71	101	87	0	266	5	11	160	98	64	1	339	1740
Grand Total	78	108	92	37	19	2	336	31	340	213	57	11	2	654	6	30	597	56	11	0	700	26	123	194	180	2	0	525	0	11	159	209	197	0	576	16	29	284	182	142	1	654	3445
Approach %	23.2	32.1	27.4	11.0	5.7	0.6		4.7	52.0	32.6	8.7	1.7	0.3		0.9	4.3	85.3	8.0	1.6	0.0		5.0	23.4	37.0	34.3	0.4	0.0		0.0	1.9	27.6	36.3	34.2	0.0		2.4	4.4	43.4	27.8	21.7	0.2		
Total %	2.3	3.1	2.7	1.1	0.6	0.1	9.8	0.9	9.9	6.2	1.7	0.3	0.1	19.0	0.2	0.9	17.3	1.6	0.3	0.0	20.3	0.8	3.6	5.6	5.2	0.1	0.0	15.2	0.0	0.3	4.6	6.1	5.7	0.0	16.7	0.5	0.8	8.2	5.3	4.1	0.0	19.0	
Exiting Leg Total							608							491							369							189							395							1393	3445

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	15	13	11	7	3	1	50	4	44	17	6	2	0	73	0	7	64	4	0	0	75	8	13	33	16	0	0	70	0	1	14	28	19	0	62	3	2	38	24	17	1	85	415
8:15 AM	9	12	14	6	0	0	41	4	52	20	5	2	1	84	0	3	72	9	0	0	84	3	15	23	26	0	0	67	0	1	24	20	25	0	70	1	0	50	27	13	0	91	437
8:30 AM	11	13	13	3	3	1	44	2	46	31	9	1	1	90	0	5	89	6	2	0	102	2	12	24	16	0	0	54	0	3	12	25	18	0	58	0	3	36	24	17	0	80	428
8:45 AM	11	17	10	4	2	0	44	6	45	25	10	1	0	87	0	0	82	8	0	0	90	2	20	31	26	1	0	80	0	2	21	28	25	0	76	1	6	36	23	17	0	83	460
Total Volume	46	55	48	20	8	2	179	16	187	93	30	6	2	334	0	15	307	27	2	0	351	15	60	111	84	1	0	271	0	7	71	101	87	0	266	5	11	160	98	64	1	339	1740
% Approach Total	25.7	30.7	26.8	11.2	4.5	1.1		4.8	56.0	27.8	9.0	1.8	0.6		0.0	4.3	87.5	7.7	0.6	0.0		5.5	22.1	41.0	31.0	0.4	0.0		0.0	2.6	26.7	38.0	32.7	0.0		1.5	3.2	47.2	28.9	18.9	0.3		
PHF	0.767	0.809	0.857	0.714	0.667	0.500	0.895	0.667	0.899	0.750	0.750	0.750	0.500	0.928	0.000	0.536	0.862	0.750	0.250	0.000	0.860	0.469	0.750	0.841	0.808	0.250	0.000	0.847	0.000	0.583	0.740	0.902	0.870	0.000	0.875	0.417	0.458	0.800	0.907	0.941	0.250	0.931	0.946
Entering Leg	46	55	48	20	8	2	179	16	187	93	30	6	2	334	0	15	307	27	2	0	351	15	60	111	84	1	0	271	0	7	71	101	87	0	266	5	11	160	98	64	1	339	1740
Exiting Leg							309							239							208							91							181							712	1740
Total							488							573							559							362							447							1051	3480

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	4	3	7	1	1	0	16	3	2	2	1	0	0	8	0	0	3	1	1	0	5	0	3	3	4	0	0	10	0	0	8	2	4	0	14	0	0	2	1	3	0	6	59
7:15 AM	4	2	4	1	1	0	12	0	3	1	1	0	0	5	0	0	6	2	0	0	8	0	1	2	2	0	0	5	0	0	4	1	6	0	11	0	1	0	1	4	0	6	47
7:30 AM	5	3	1	1	1	0	11	0	0	3	1	0	0	4	0	0	3	1	0	0	4	0	0	3	4	0	0	7	0	0	0	0	7	0	7	0	0	2	3	4	0	9	42
7:45 AM	5	3	1	2	1	0	12	0	1	1	2	0	0	4	0	1	3	1	0	0	5	0	2	6	6	0	0	14	0	1	1	2	3	0	7	0	0	4	1	0	0	5	47
Total	18	11	13	5	4	0	51	3	6	7	5	0	0	21	0	1	15	5	1	0	22	0	6	14	16	0	0	36	0	1	13	5	20	0	39	0	1	8	6	11	0	26	195
8:00 AM	2	4	0	0	1	0	7	0	4	1	2	0	0	7	1	0	5	1	1	0	8	0	1	7	4	0	0	12	1	2	2	1	2	0	8	0	1	5	0	4	0	10	52
8:15 AM	8	3	3	1	0	0	15	0	2	1	1	0	0	4	1	0	3	0	0	0	4	2	2	2	4	0	0	10	0	0	2	2	5	0	9	0	3	5	2	4	0	14	56
8:30 AM	7	1	3	0	2	0	13	0	5	3	1	0	0	9	0	0	4	0	1	0	5	0	3	2	6	0	0	11	0	3	3	5	6	0	17	1	0	4	0	2	0	7	62
8:45 AM	6	0	1	3	1	0	11	0	2	7	2	0	0	11	3	0	5	2	0	0	10	0	3	9	2	0	0	14	0	0	3	4	9	0	16	0	0	5	2	2	0	9	71
Total	23	8	7	4	4	0	46	0	13	12	6	0	0	31	5	0	17	3	2	0	27	2	9	20	16	0	0	47	1	5	10	12	22	0	50	1	4	19	4	12	0	40	241
Grand Total	41	19	20	9	8	0	97	3	19	19	11	0	0	52	5	1	32	8	3	0	49	2	15	34	32	0	0	83	1	6	23	17	42	0	89	1	5	27	10	23	0	66	436
Approach %	42.3	19.6	20.6	9.3	8.2	0.0		5.8	36.5	36.5	21.2	0.0	0.0		10.2	2.0	65.3	16.3	6.1	0.0		2.4	18.1	41.0	38.6	0.0	0.0		1.1	6.7	25.8	19.1	47.2	0.0		1.5	7.6	40.9	15.2	34.8	0.0		
Total %	9.4	4.4	4.6	2.1	1.8	0.0	22.2	0.7	4.4	4.4	2.5	0.0	0.0	11.9	1.1	0.2	7.3	1.8	0.7	0.0	11.2	0.5	3.4	7.8	7.3	0.0	0.0	19.0	0.2	1.4	5.3	3.9	9.6	0.0	20.4	0.2	1.1	6.2	2.3	5.3	0.0	15.1	
Exiting Leg Total							78							61							44							40							47							166	436
Buses	19	15	4	9	7	0	54	0	7	11	4	0	0	22	1	1	26	6	2	0	36	2	5	5	9	0	0	21	0	4	11	7	22	0	44	1	1	24	1	1	0	28	205
% Buses	46.3	78.9	20.0	100.0	87.5	0.0	55.7	0.0	36.8	57.9	36.4	0.0	0.0	42.3	20.0	100.0	81.3	75.0	66.7	0.0	73.5	100.0	33.3	14.7	28.1	0.0	0.0	25.3	0.0	66.7	47.8	41.2	52.4	0.0	49.4	100.0	20.0	88.9	10.0	4.3	0.0	42.4	47.0
Exiting Leg Total							14							25							39							11							33							83	205
Single-Unit Trucks	20	4	14	0	1	0	39	3	12	7	7	0	0	29	4	0	6	2	0	0	12	0	9	29	21	0	0	59	1	2	11	10	14	0	38	0	2	3	9	17	0	31	208
% Single-Unit	48.8	21.1	70.0	0.0	12.5	0.0	40.2	100.0	63.2	36.8	63.6	0.0	0.0	55.8	80.0	0.0	18.8	25.0	0.0	0.0	24.5	0.0	60.0	85.3	65.6	0.0	0.0	71.1	100.0	33.3	47.8	58.8	33.3	0.0	42.7	0.0	40.0	11.1	90.0	73.9	0.0	47.0	47.7
Exiting Leg Total							59							34							5							24							13							73	208
Articulated Trucks	2	0	2	0	0	0	4	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	1	0	2	0	0	3	0	0	1	0	6	0	7	0	2	0	0	5	0	7	23
% Articulated	4.9	0.0	10.0	0.0	0.0	0.0	4.1	0.0	0.0	5.3	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	33.3	0.0	2.0	0.0	6.7	0.0	6.3	0.0	0.0	3.6	0.0	0.0	4.3	0.0	14.3	0.0	7.9	0.0	40.0	0.0	0.0	21.7	0.0	10.6	5.3
Exiting Leg Total							5							2							0							5							1							10	23

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	2	4	0	0	1	0	7	0	4	1	2	0	0	7	1	0	5	1	1	0	8	0	1	7	4	0	0	12	1	2	2	1	2	0	8	0	1	5	0	4	0	10	52
8:15 AM	8	3	3	1	0	0	15	0	2	1	1	0	0	4	1	0	3	0	0	0	4	2	2	2	4	0	0	10	0	0	2	2	5	0	9	0	3	5	2	4	0	14	56
8:30 AM	7	1	3	0	2	0	13	0	5	3	1	0	0	9	0	0	4	0	1	0	5	0	3	2	6	0	0	11	0	3	3	5	6	0	17	1	0	4	0	2	0	7	62
8:45 AM	6	0	1	3	1	0	11	0	2	7	2	0	0	11	3	0	5	2	0	0	10	0	3	9	2	0	0	14	0	0	3	4	9	0	16	0	0	5	2	2	0	9	71
Total Volume	23	8	7	4	4	0	46	0	13	12	6	0	0	31	5	0	17	3	2	0	27	2	9	20	16	0	0	47	1	5	10	12	22	0	50	1	4	19	4	12	0	40	241
% Approach Total	50.0	17.4	15.2	8.7	8.7	0.0		0.0	41.9	38.7	19.4	0.0	0.0		18.5	0.0	63.0	11.1	7.4	0.0		4.3	19.1	42.6	34.0	0.0	0.0		2.0	10.0	20.0	24.0	44.0	0.0		2.5	10.0	47.5	10.0	30.0	0.0		
PHF	0.719	0.500	0.583	0.333	0.500	0.000	0.767	0.000	0.650	0.429	0.750	0.000	0.000	0.705	0.417	0.000	0.850	0.375	0.500	0.000	0.675	0.250	0.750	0.556	0.667	0.000	0.000	0.839	0.250	0.417	0.833	0.600	0.611	0.000	0.735	0.250	0.333	0.950	0.500	0.750	0.000	0.714	0.849
Buses	12	7	2	4	3	0	28	0	5	7	1	0	0	13	1	0	15	1	1	0	18	2	4	4	5	0	0	15	0	4	3	7	13	0	27	1	1	17	1	0	0	20	121
Buses %	52.2	87.5	28.6	100.0	75.0	0.0	60.9	0.0	38.5	58.3	16.7	0.0	0.0	41.9	20.0	0.0	88.2	33.3	50.0	0.0	66.7	100.0	44.4	20.0	31.3	0.0	0.0	31.9	0.0	80.0	30.0	58.3	59.1	0.0	54.0	100.0	25.0	89.5	25.0	0.0	0.0	50.0	50.2
Single-Unit Trucks	10	1	4	0	1	0	16	0	8	5	5	0	0	18	4	0	2	2	0	0	8	0	4	16	10	0	0	30	1	1	6	5	7	0	20	0	2	2	3	10	0	17	109
Single-Unit %	43.5	12.5	57.1	0.0	25.0	0.0	34.8	0.0	61.5	41.7	83.3	0.0	0.0	58.1	80.0	0.0	11.8	66.7	0.0	0.0	29.6	0.0	44.4	80.0	62.5	0.0	0.0	63.8	100.0	20.0	60.0	41.7	31.8	0.0	40.0	0.0	50.0	10.5	75.0	83.3	0.0	42.5	45.2
Articulated Trucks	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	2	0	0	1	0	2	0	3	0	1	0	0	2	0	3	11
Articulated %	4.3	0.0	14.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	3.7	0.0	11.1	0.0	6.3	0.0	0.0	4.3	0.0	0.0	10.0	0.0	9.1	0.0	6.0	0.0	25.0	0.0	0.0	16.7	0.0	7.5	4.6
Buses	12	7	2	4	3	0	28	0	5	7	1	0	0	13	1	0	15	1	1	0	18	2	4	4	5	0	0	15	0	4	3	7	13	0	27	1	1	17	1	0	0	20	121
Single-Unit Trucks	10	1	4	0	1	0	16	0	8	5	5	0	0	18	4	0	2	2	0	0	8	0	4	16	10	0	0	30	1	1	6	5	7	0	20	0	2	2	3	10	0	17	109
Articulated Trucks	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	2	0	0	1	0	2	0	3	0	1	0	0	2	0	3	11
Total Entering Leg	23	8	7	4	4	0	46	0	13	12	6	0	0	31	5	0	17	3	2	0	27	2	9	20	16	0	0	47	1	5	10	12	22	0	50	1	4	19	4	12	0	40	241
Buses							11							12							27							5							16							50	121
Single-Unit Trucks							31							18							3							12							8							37	109
Articulated Trucks							2							2							0							3							0							4	11
Total Exiting Leg							44							32							30							20							24							91	241

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Cars

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	5	7	9	2	4	0	27	1	27	27	4	1	0	60	1	1	76	5	0	0	83	3	15	18	25	0	0	61	0	2	20	16	23	0	61	2	5	28	29	19	0	83	375
7:15 AM	3	14	13	4	1	0	35	4	42	37	8	1	0	92	1	7	78	7	3	0	96	3	21	20	27	0	0	71	0	1	26	25	29	0	81	0	3	27	21	13	0	64	439
7:30 AM	6	12	13	3	2	0	36	3	30	26	5	2	0	66	1	3	68	6	3	0	81	0	13	15	12	0	0	40	0	1	24	29	23	0	77	4	2	22	15	11	0	54	354
7:45 AM	3	14	8	8	2	0	35	4	33	23	4	0	0	64	2	2	46	4	2	0	56	3	10	20	17	1	0	51	0	0	14	22	23	0	59	3	6	31	11	13	0	64	329
Total	17	47	43	17	9	0	133	12	132	113	21	4	0	282	5	13	268	22	8	0	316	9	59	73	81	1	0	223	0	4	84	92	98	0	278	9	16	108	76	56	0	265	1497
8:00 AM	8	10	10	6	3	0	37	2	39	16	5	2	0	64	0	6	60	4	0	0	70	8	8	30	13	0	0	59	0	1	10	28	17	0	56	3	1	36	19	12	1	72	358
8:15 AM	5	11	10	4	0	0	30	4	43	14	5	1	1	68	0	3	63	6	0	0	72	3	14	19	25	0	0	61	0	0	21	16	24	0	61	0	0	44	25	12	0	81	373
8:30 AM	7	12	10	3	3	1	36	2	41	18	4	1	1	67	0	5	87	6	1	0	99	2	9	19	14	0	0	44	0	2	12	21	17	0	52	0	3	33	21	13	0	70	368
8:45 AM	8	14	8	4	2	0	36	3	38	12	7	1	0	61	0	0	78	6	0	0	84	2	15	28	20	1	0	66	0	2	21	27	23	0	73	1	3	33	19	15	0	71	391
Total	28	47	38	17	8	1	139	11	161	60	21	5	2	260	0	14	288	22	1	0	325	15	46	96	72	1	0	230	0	5	64	92	81	0	242	4	7	146	84	52	1	294	1490
Grand Total	45	94	81	34	17	1	272	23	293	173	42	9	2	542	5	27	556	44	9	0	641	24	105	169	153	2	0	453	0	9	148	184	179	0	520	13	23	254	160	108	1	559	2987
Approach %	16.5	34.6	29.8	12.5	6.3	0.4		4.2	54.1	31.9	7.7	1.7	0.4		0.8	4.2	86.7	6.9	1.4	0.0		5.3	23.2	37.3	33.8	0.4	0.0		0.0	1.7	28.5	35.4	34.4	0.0		2.3	4.1	45.4	28.6	19.3	0.2		
Total %	1.5	3.1	2.7	1.1	0.6	0.0	9.1	0.8	9.8	5.8	1.4	0.3	0.1	18.1	0.2	0.9	18.6	1.5	0.3	0.0	21.5	0.8	3.5	5.7	5.1	0.1	0.0	15.2	0.0	0.3	5.0	6.2	6.0	0.0	17.4	0.4	0.8	8.5	5.4	3.6	0.0	18.7	
Exiting Leg Total							512							437							330							155							326							1227	2987

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	5	7	9	2	4	0	27	1	27	27	4	1	0	60	1	1	76	5	0	0	83	3	15	18	25	0	0	61	0	2	20	16	23	0	61	2	5	28	29	19	0	83	375
7:15 AM	3	14	13	4	1	0	35	4	42	37	8	1	0	92	1	7	78	7	3	0	96	3	21	20	27	0	0	71	0	1	26	25	29	0	81	0	3	27	21	13	0	64	439
7:30 AM	6	12	13	3	2	0	36	3	30	26	5	2	0	66	1	3	68	6	3	0	81	0	13	15	12	0	0	40	0	1	24	29	23	0	77	4	2	22	15	11	0	54	354
7:45 AM	3	14	8	8	2	0	35	4	33	23	4	0	0	64	2	2	46	4	2	0	56	3	10	20	17	1	0	51	0	0	14	22	23	0	59	3	6	31	11	13	0	64	329
Total Volume	17	47	43	17	9	0	133	12	132	113	21	4	0	282	5	13	268	22	8	0	316	9	59	73	81	1	0	223	0	4	84	92	98	0	278	9	16	108	76	56	0	265	1497
% Approach Total	12.8	35.3	32.3	12.8	6.8	0.0		4.3	46.8	40.1	7.4	1.4	0.0		1.6	4.1	84.8	7.0	2.5	0.0		4.0	26.5	32.7	36.3	0.4	0.0		0.0	1.4	30.2	33.1	35.3	0.0		3.4	6.0	40.8	28.7	21.1	0.0		
PHF	0.708	0.839	0.827	0.531	0.563	0.000	0.924	0.750	0.786	0.764	0.656	0.500	0.000	0.766	0.625	0.464	0.859	0.786	0.667	0.000	0.823	0.750	0.702	0.913	0.750	0.250	0.000	0.785	0.000	0.500	0.808	0.793	0.845	0.000	0.858	0.563	0.667	0.871	0.655	0.737	0.000	0.798	0.853
Entering Leg	17	47	43	17	9	0	133	12	132	113	21	4	0	282	5	13	268	22	8	0	316	9	59	73	81	1	0	223	0	4	84	92	98	0	278	9	16	108	76	56	0	265	1497
Exiting Leg							246							233							142							88							192							596	1497
Total							379							515							458							311							470							861	2994

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Light Goods Vehicle

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	2	2	0	0	1	0	5	0	4	3	2	0	0	9	0	1	9	1	0	0	11	0	2	4	7	0	0	13	0	0	0	2	5	0	7	1	0	5	1	5	0	12	57
7:15 AM	6	1	1	0	0	0	8	2	7	3	2	0	0	14	0	0	5	1	0	0	6	2	1	4	5	0	0	12	0	0	1	4	4	0	9	0	2	2	1	6	0	11	60
7:30 AM	4	2	0	0	1	0	7	1	5	0	2	1	0	9	0	0	3	4	0	0	7	0	1	1	0	0	0	2	0	0	3	5	1	0	9	0	0	3	3	7	0	13	47
7:45 AM	3	1	0	0	0	0	4	0	5	1	0	0	0	6	1	1	5	1	1	0	9	0	0	1	3	0	0	4	0	0	0	5	2	0	7	1	0	5	3	4	0	13	43
Total	15	6	1	0	2	0	24	3	21	7	6	1	0	38	1	2	22	7	1	0	33	2	4	10	15	0	0	31	0	0	4	16	12	0	32	2	2	15	8	22	0	49	207
8:00 AM	7	3	1	1	0	1	13	2	5	1	1	0	0	9	0	1	4	0	0	0	5	0	5	3	3	0	0	11	0	0	4	0	2	0	6	0	1	2	5	5	0	13	57
8:15 AM	4	1	4	2	0	0	11	0	9	6	0	1	0	16	0	0	9	3	0	0	12	0	1	4	1	0	0	6	0	1	3	3	1	0	8	1	0	6	2	1	0	10	63
8:30 AM	4	1	3	0	0	0	8	0	5	13	5	0	0	23	0	0	2	0	1	0	3	0	2	5	2	0	0	9	0	1	0	3	1	0	5	0	0	3	3	4	0	10	58
8:45 AM	3	3	2	0	0	0	8	3	7	13	3	0	0	26	0	0	4	2	0	0	6	0	5	3	6	0	0	14	0	0	0	1	2	0	3	0	3	3	4	2	0	12	69
Total	18	8	10	3	0	1	40	5	26	33	9	1	0	74	0	1	19	5	1	0	26	0	13	15	12	0	0	40	0	2	7	7	6	0	22	1	4	14	14	12	0	45	247
Grand Total	33	14	11	3	2	1	64	8	47	40	15	2	0	112	1	3	41	12	2	0	59	2	17	25	27	0	0	71	0	2	11	23	18	0	54	3	6	29	22	34	0	94	454
Approach %	51.6	21.9	17.2	4.7	3.1	1.6		7.1	42.0	35.7	13.4	1.8	0.0		1.7	5.1	69.5	20.3	3.4	0.0		2.8	23.9	35.2	38.0	0.0	0.0		0.0	3.7	20.4	42.6	33.3	0.0		3.2	6.4	30.9	23.4	36.2	0.0		
Total %	7.3	3.1	2.4	0.7	0.4	0.2	14.1	1.8	10.4	8.8	3.3	0.4	0.0	24.7	0.2	0.7	9.0	2.6	0.4	0.0	13.0	0.4	3.7	5.5	5.9	0.0	0.0	15.6	0.0	0.4	2.4	5.1	4.0	0.0	11.9	0.7	1.3	6.4	4.8	7.5	0.0	20.7	
Exiting Leg Total							94							53							38							34							69							166	454

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	7	3	1	1	0	1	13	2	5	1	1	0	0	9	0	1	4	0	0	0	5	0	5	3	3	0	0	11	0	0	4	0	2	0	6	0	1	2	5	5	0	13	57
8:15 AM	4	1	4	2	0	0	11	0	9	6	0	1	0	16	0	0	9	3	0	0	12	0	1	4	1	0	0	6	0	1	3	3	1	0	8	1	0	6	2	1	0	10	63
8:30 AM	4	1	3	0	0	0	8	0	5	13	5	0	0	23	0	0	2	0	1	0	3	0	2	5	2	0	0	9	0	1	0	3	1	0	5	0	0	3	3	4	0	10	58
8:45 AM	3	3	2	0	0	0	8	3	7	13	3	0	0	26	0	0	4	2	0	0	6	0	5	3	6	0	0	14	0	0	0	1	2	0	3	0	3	3	4	2	0	12	69
Total Volume	18	8	10	3	0	1	40	5	26	33	9	1	0	74	0	1	19	5	1	0	26	0	13	15	12	0	0	40	0	2	7	7	6	0	22	1	4	14	14	12	0	45	247
% Approach Total	45.0	20.0	25.0	7.5	0.0	2.5		6.8	35.1	44.6	12.2	1.4	0.0		0.0	3.8	73.1	19.2	3.8	0.0		0.0	32.5	37.5	30.0	0.0	0.0		0.0	9.1	31.8	31.8	27.3	0.0		2.2	8.9	31.1	31.1	26.7	0.0		
PHF	0.643	0.667	0.625	0.375	0.000	0.250	0.769	0.417	0.722	0.635	0.450	0.250	0.000	0.712	0.000	0.250	0.528	0.417	0.250	0.000	0.542	0.000	0.650	0.750	0.500	0.000	0.000	0.714	0.000	0.500	0.438	0.583	0.750	0.000	0.688	0.250	0.333	0.583	0.700	0.600	0.000	0.865	0.895
Entering Leg	18	8	10	3	0	1	40	5	26	33	9	1	0	74	0	1	19	5	1	0	26	0	13	15	12	0	0	40	0	2	7	7	6	0	22	1	4	14	14	12	0	45	247
Exiting Leg							41							34							20							24							47							81	247
Total							81							108							46							64							69							126	494

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Buses

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	1	3	1	1	1	0	7	0	0	1	1	0	0	2	0	0	2	1	1	0	4	0	0	0	1	0	0	1	0	0	5	0	1	0	6	0	0	2	0	0	0	2	22
7:15 AM	2	2	1	1	1	0	7	0	1	0	0	0	0	1	0	0	4	2	0	0	6	0	1	0	1	0	0	2	0	0	3	0	3	0	6	0	0	0	0	1	0	1	23
7:30 AM	2	2	0	1	1	0	6	0	0	2	1	0	0	3	0	0	3	1	0	0	4	0	0	1	0	0	0	1	0	0	0	0	2	0	2	0	0	2	0	0	0	2	18
7:45 AM	2	1	0	2	1	0	6	0	1	1	1	0	0	3	0	1	2	1	0	0	4	0	0	0	2	0	0	2	0	0	0	0	3	0	3	0	0	3	0	0	0	3	21
Total	7	8	2	5	4	0	26	0	2	4	3	0	0	9	0	1	11	5	1	0	18	0	1	1	4	0	0	6	0	0	8	0	9	0	17	0	0	7	0	1	0	8	84
8:00 AM	2	3	0	0	1	0	6	0	1	0	0	0	0	1	0	0	4	0	1	0	5	0	0	1	1	0	0	2	0	2	1	1	1	0	5	0	1	5	0	0	0	6	25
8:15 AM	3	3	0	1	0	0	7	0	1	0	0	0	0	1	1	0	3	0	0	0	4	2	1	1	1	0	0	5	0	0	0	1	4	0	5	0	0	4	0	0	0	4	26
8:30 AM	5	1	1	0	1	0	8	0	2	2	0	0	0	4	0	0	3	0	0	0	3	0	2	1	2	0	0	5	0	2	2	4	4	0	12	1	0	4	0	0	0	5	37
8:45 AM	2	0	1	3	1	0	7	0	1	5	1	0	0	7	0	0	5	1	0	0	6	0	1	1	1	0	0	3	0	0	0	1	4	0	5	0	0	4	1	0	0	5	33
Total	12	7	2	4	3	0	28	0	5	7	1	0	0	13	1	0	15	1	1	0	18	2	4	4	5	0	0	15	0	4	3	7	13	0	27	1	1	17	1	0	0	20	121
Grand Total	19	15	4	9	7	0	54	0	7	11	4	0	0	22	1	1	26	6	2	0	36	2	5	5	9	0	0	21	0	4	11	7	22	0	44	1	1	24	1	1	0	28	205
Approach %	35.2	27.8	7.4	16.7	13.0	0.0		0.0	31.8	50.0	18.2	0.0	0.0		2.8	2.8	72.2	16.7	5.6	0.0		9.5	23.8	23.8	42.9	0.0	0.0		0.0	9.1	25.0	15.9	50.0	0.0		3.6	3.6	85.7	3.6	3.6	0.0		
Total %	9.3	7.3	2.0	4.4	3.4	0.0	26.3	0.0	3.4	5.4	2.0	0.0	0.0	10.7	0.5	0.5	12.7	2.9	1.0	0.0	17.6	1.0	2.4	2.4	4.4	0.0	0.0	10.2	0.0	2.0	5.4	3.4	10.7	0.0	21.5	0.5	0.5	11.7	0.5	0.5	0.0	13.7	
Exiting Leg Total							14							25							39							11							33							83	205

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	2	3	0	0	1	0	6	0	1	0	0	0	0	1	0	0	4	0	1	0	5	0	0	1	1	0	0	2	0	2	1	1	1	0	5	0	1	5	0	0	0	6	25
8:15 AM	3	3	0	1	0	0	7	0	1	0	0	0	0	1	1	0	3	0	0	0	4	2	1	1	1	0	0	5	0	0	0	1	4	0	5	0	0	4	0	0	0	4	26
8:30 AM	5	1	1	0	1	0	8	0	2	2	0	0	0	4	0	0	3	0	0	0	3	0	2	1	2	0	0	5	0	2	2	4	4	0	12	1	0	4	0	0	0	5	37
8:45 AM	2	0	1	3	1	0	7	0	1	5	1	0	0	7	0	0	5	1	0	0	6	0	1	1	1	0	0	3	0	0	0	1	4	0	5	0	0	4	1	0	0	5	33
Total Volume	12	7	2	4	3	0	28	0	5	7	1	0	0	13	1	0	15	1	1	0	18	2	4	4	5	0	0	15	0	4	3	7	13	0	27	1	1	17	1	0	0	20	121
% Approach Total	42.9	25.0	7.1	14.3	10.7	0.0		0.0	38.5	53.8	7.7	0.0	0.0		5.6	0.0	83.3	5.6	5.6	0.0		13.3	26.7	26.7	33.3	0.0	0.0		0.0	14.8	11.1	25.9	48.1	0.0		5.0	5.0	85.0	5.0	0.0	0.0		
PHF	0.600	0.583	0.500	0.333	0.750	0.000	0.875	0.000	0.625	0.350	0.250	0.000	0.000	0.464	0.250	0.000	0.750	0.250	0.250	0.000	0.750	0.250	0.500	1.000	0.625	0.000	0.000	0.750	0.000	0.500	0.375	0.438	0.813	0.000	0.563	0.250	0.250	0.850	0.250	0.000	0.000	0.833	0.818
Entering Leg	12	7	2	4	3	0	28	0	5	7	1	0	0	13	1	0	15	1	1	0	18	2	4	4	5	0	0	15	0	4	3	7	13	0	27	1	1	17	1	0	0	20	121
Exiting Leg							11							12							27							5							16							50	121
Total							39							25							45							20							43							70	242

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Single-Unit Trucks

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	3	0	6	0	0	0	9	3	2	0	0	0	0	5	0	0	1	0	0	0	1	0	3	3	3	0	0	9	0	0	3	2	2	0	7	0	0	0	1	2	0	3	34
7:15 AM	2	0	2	0	0	0	4	0	2	1	1	0	0	4	0	0	2	0	0	0	2	0	0	2	1	0	0	3	0	0	1	1	3	0	5	0	0	0	1	3	0	4	22
7:30 AM	2	1	1	0	0	0	4	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	2	0	2	0	0	0	3	2	0	5	17
7:45 AM	3	2	1	0	0	0	6	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	2	6	4	0	0	12	0	1	1	2	0	0	4	0	0	1	1	0	0	2	26
Total	10	3	10	0	0	0	23	3	4	2	2	0	0	11	0	0	4	0	0	0	4	0	5	13	11	0	0	29	0	1	5	5	7	0	18	0	0	1	6	7	0	14	99
8:00 AM	0	1	0	0	0	0	1	0	3	1	2	0	0	6	1	0	1	1	0	0	3	0	0	6	3	0	0	9	1	0	0	0	0	0	1	0	0	0	0	2	0	2	22
8:15 AM	5	0	2	0	0	0	7	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	1	1	3	0	0	5	0	0	2	1	1	0	4	0	2	1	2	4	0	9	28
8:30 AM	2	0	2	0	1	0	5	0	3	1	1	0	0	5	0	0	1	0	0	0	1	0	1	1	3	0	0	5	0	1	1	1	2	0	5	0	0	0	0	2	0	2	23
8:45 AM	3	0	0	0	0	0	3	0	1	2	1	0	0	4	3	0	0	1	0	0	4	0	2	8	1	0	0	11	0	0	3	3	4	0	10	0	0	1	1	2	0	4	36
Total	10	1	4	0	1	0	16	0	8	5	5	0	0	18	4	0	2	2	0	0	8	0	4	16	10	0	0	30	1	1	6	5	7	0	20	0	2	2	3	10	0	17	109
Grand Total	20	4	14	0	1	0	39	3	12	7	7	0	0	29	4	0	6	2	0	0	12	0	9	29	21	0	0	59	1	2	11	10	14	0	38	0	2	3	9	17	0	31	208
Approach %	51.3	10.3	35.9	0.0	2.6	0.0		10.3	41.4	24.1	24.1	0.0	0.0		33.3	0.0	50.0	16.7	0.0	0.0		0.0	15.3	49.2	35.6	0.0	0.0		2.6	5.3	28.9	26.3	36.8	0.0		0.0	6.5	9.7	29.0	54.8	0.0		
Total %	9.6	1.9	6.7	0.0	0.5	0.0	18.8	1.4	5.8	3.4	3.4	0.0	0.0	13.9	1.9	0.0	2.9	1.0	0.0	0.0	5.8	0.0	4.3	13.9	10.1	0.0	0.0	28.4	0.5	1.0	5.3	4.8	6.7	0.0	18.3	0.0	1.0	1.4	4.3	8.2	0.0	14.9	
Exiting Leg Total							59							34							5							24							13							73	208

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
8:00 AM	0	1	0	0	0	0	1	0	3	1	2	0	0	6	1	0	1	1	0	0	3	0	0	6	3	0	0	9	1	0	0	0	0	0	1	0	0	0	0	2	0	2	22
8:15 AM	5	0	2	0	0	0	7	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	1	1	3	0	0	5	0	0	2	1	1	0	4	0	2	1	2	4	0	9	28
8:30 AM	2	0	2	0	1	0	5	0	3	1	1	0	0	5	0	0	1	0	0	0	1	0	1	1	3	0	0	5	0	1	1	1	2	0	5	0	0	0	0	2	0	2	23
8:45 AM	3	0	0	0	0	0	3	0	1	2	1	0	0	4	3	0	0	1	0	0	4	0	2	8	1	0	0	11	0	0	3	3	4	0	10	0	0	1	1	2	0	4	36
Total Volume	10	1	4	0	1	0	16	0	8	5	5	0	0	18	4	0	2	2	0	0	8	0	4	16	10	0	0	30	1	1	6	5	7	0	20	0	2	2	3	10	0	17	109
% Approach Total	62.5	6.3	25.0	0.0	6.3	0.0		0.0	44.4	27.8	27.8	0.0	0.0		50.0	0.0	25.0	25.0	0.0	0.0		0.0	13.3	53.3	33.3	0.0	0.0		5.0	5.0	30.0	25.0	35.0	0.0		0.0	11.8	11.8	17.6	58.8	0.0		
PHF	0.500	0.250	0.500	0.000	0.250	0.000	0.571	0.000	0.667	0.625	0.625	0.000	0.000	0.750	0.333	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.500	0.500	0.833	0.000	0.000	0.682	0.250	0.250	0.500	0.417	0.438	0.000	0.500	0.000	0.250	0.500	0.375	0.625	0.000	0.472	0.757
Entering Leg	10	1	4	0	1	0	16	0	8	5	5	0	0	18	4	0	2	2	0	0	8	0	4	16	10	0	0	30	1	1	6	5	7	0	20	0	2	2	3	10	0	17	109
Exiting Leg							31							18							3							12							8							37	109
Total							47							36							11							42							28							54	218

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Articulated Trucks

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
7:30 AM	1	0	0	0	0	0	1	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	3	0	3	0	0	0	0	2	0	2	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4	0	4	0	1	0	0	3	0	4	12
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	2	0	0	0	0	2	0	2	5
8:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	2	0	0	1	0	2	0	3	0	1	0	0	2	0	3	11
Grand Total	2	0	2	0	0	0	4	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	1	0	2	0	0	3	0	0	1	0	6	0	7	0	2	0	0	5	0	7	23
Approach %	50.0	0.0	50.0	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	100.0	0.0		0.0	33.3	0.0	66.7	0.0	0.0		0.0	0.0	14.3	0.0	85.7	0.0		0.0	28.6	0.0	0.0	71.4	0.0		
Total %	8.7	0.0	8.7	0.0	0.0	0.0	17.4	0.0	0.0	4.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	4.3	0.0	4.3	0.0	8.7	0.0	0.0	13.0	0.0	0.0	4.3	0.0	26.1	0.0	30.4	0.0	8.7	0.0	0.0	21.7	0.0	30.4	
Exiting Leg Total							5							2							0							5							1							10	23

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
7:30 AM	1	0	0	0	0	0	1	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	3	0	3	0	0	0	0	2	0	2	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	2	0	0	0	0	2	0	2	5
Total Volume	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	4	0	5	0	1	0	0	4	0	5	14
% Approach Total	50.0	0.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	50.0	0.0	0.0		0.0	0.0	20.0	0.0	80.0	0.0		0.0	20.0	0.0	0.0	80.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.333	0.000	0.417	0.000	0.250	0.000	0.000	0.500	0.000	0.625	0.500
Entering Leg	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	4	0	5	0	1	0	0	4	0	5	14
Exiting Leg							4							2							0							2							0							6	14
Total							6							2							0							4							5							11	28

PRECISION DATA INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Bicycles (on Roadway and Crosswalks)

	Dorchester Avenue from North									Dorchester Street from Northeast									Preble Street from East									Dorchester Avenue from South									Boston Street from Southwest									Southampton Street from West									
	Right	Rear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Rear Right	Thru	Rear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Rear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Rear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Rear Right	Thru	Rear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Rear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	7
7:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	2	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	11	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	13
Total	0	2	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	4	12	2	0	0	1	1	20	0	0	0	2	1	0	1	0	4	0	0	1	0	0	0	2	0	3	35
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	0	1	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	2	9
Total	0	0	0	0	1	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	24	0	0	0	0	0	25	0	1	0	6	0	0	0	0	7	0	0	0	0	0	0	1	1	2	37
Grand Total	0	2	0	0	1	0	2	1	6	1	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	4	1	4	36	2	0	0	1	1	45	0	1	0	8	1	0	1	0	11	0	0	1	0	0	0	3	1	5	72
Approach %	0.0	33.3	0.0	0.0	16.7	0.0	33.3	16.7		100.0	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		2.2	8.9	80.0	4.4	0.0	0.0	2.2	2.2		0.0	9.1	0.0	72.7	9.1	0.0	9.1	0.0		0.0	0.0	20.0	0.0	0.0	0.0	60.0	20.0		
Total %	0.0	2.8	0.0	0.0	1.4	0.0	2.8	1.4	8.3	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6	1.4	5.6	50.0	2.8	0.0	0.0	1.4	1.4	62.5	0.0	1.4	0.0	11.1	1.4	0.0	1.4	0.0	15.3	0.0	0.0	1.4	0.0	0.0	0.0	4.2	1.4	6.9	
Exiting Leg Total									48									5								3									2									3								11	72

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Dorchester Avenue from North									Dorchester Street from Northeast									Preble Street from East									Dorchester Avenue from South									Boston Street from Southwest									Southampton Street from West									
	Right	Rear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Rear Right	Thru	Rear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Rear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Rear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Rear Right	Thru	Rear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Rear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	11	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	0	1	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	10
Total Volume	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	28	0	0	0	0	0	31	0	1	0	5	1	0	0	0	7	0	0	0	0	0	0	1	0	1	41
% Approach Total	0.0	0.0	0.0	0.0	100.0	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	0.0	0.0	0.0	0.0	0.0	0.0		3.2	6.5	90.3	0.0	0.0	0.0	0.0	0.0		0.0	14.3	0.0	71.4	14.3	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.778	0.000	0.000	0.000	0.000	0.000	0.705	0.000	0.250	0.000	0.417	0.250	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.788
Entering Leg	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	28	0	0	0	0	0	31	0	1	0	5	1	0	0	0	7	0	0	0	0	0	0	1	0	1	41
Exiting Leg									34									3								2									0									0								2	41
Total									35									4								2									31									7								3	82

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) am**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Pedestrians

	Dorchester Avenue from North									Dorchester Street from Northeast									Preble Street from East									Dorchester Avenue from South									Boston Street from Southwest									Southampton Street from West									
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	31	17	48	0	0	0	0	0	0	19	29	48	0	0	0	0	0	0	6	13	19	0	0	0	0	0	0	2	7	9	0	0	0	0	0	0	8	4	12	0	0	0	0	0	0	21	4	25	161
7:15 AM	0	0	0	0	0	0	17	12	29	0	0	0	0	0	0	10	31	41	0	0	0	0	0	0	3	9	12	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	10	3	13	0	0	0	0	0	0	35	5	40	138
7:30 AM	0	0	0	0	0	0	8	10	18	0	0	0	0	0	0	18	27	45	0	0	0	0	0	0	10	10	20	0	0	0	0	0	0	6	3	9	0	0	0	0	0	0	7	2	9	0	0	0	0	0	0	38	5	43	144
7:45 AM	0	0	0	0	0	0	3	10	13	0	0	0	0	0	0	10	29	39	0	0	0	0	0	0	6	17	23	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	12	2	14	0	0	0	0	0	0	47	5	52	147
Total	0	0	0	0	0	0	59	49	108	0	0	0	0	0	0	57	116	173	0	0	0	0	0	0	25	49	74	0	0	0	0	0	0	10	17	27	0	0	0	0	0	0	37	11	48	0	0	0	0	0	0	141	19	160	590
8:00 AM	0	0	0	0	0	0	8	19	27	0	0	0	0	0	0	9	49	58	0	0	0	0	0	0	5	17	22	0	0	0	0	0	0	2	7	9	0	0	0	0	0	0	19	3	22	0	0	0	0	0	0	65	6	71	209
8:15 AM	0	0	0	0	0	0	11	17	28	0	0	0	0	0	0	8	36	44	0	0	0	0	0	0	9	17	26	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	18	7	25	0	0	0	0	0	0	63	14	77	210
8:30 AM	0	0	0	0	0	0	5	17	22	0	0	0	0	0	0	5	42	47	0	0	0	0	0	0	3	19	22	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	17	4	21	0	0	0	0	0	0	58	6	64	186
8:45 AM	0	0	0	0	0	0	4	12	16	0	0	0	0	0	0	5	51	56	0	0	0	0	0	0	3	17	20	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	11	6	17	0	0	0	0	0	0	36	8	44	157
Total	0	0	0	0	0	0	28	65	93	0	0	0	0	0	0	27	178	205	0	0	0	0	0	0	20	70	90	0	0	0	0	0	0	9	24	33	0	0	0	0	0	0	65	20	85	0	0	0	0	0	0	222	34	256	762
Grand Total	0	0	0	0	0	0	87	114	201	0	0	0	0	0	0	84	294	378	0	0	0	0	0	0	45	119	164	0	0	0	0	0	0	19	41	60	0	0	0	0	0	0	102	31	133	0	0	0	0	0	0	363	53	416	1352
Approach %	0	0	0	0	0	0	43	57		0	0	0	0	0	0	22	78		0	0	0	0	0	0	27	73		0	0	0	0	0	0	32	68		0	0	0	0	0	0	77	23		0	0	0	0	0	0	87	13		
Total %	0	0	0	0	0	0	6.4	8.4	15	0	0	0	0	0	0	6.2	22	28	0	0	0	0	0	0	3.3	8.8	12	0	0	0	0	0	0	1.4	3	4.4	0	0	0	0	0	0	7.5	2.3	9.8	0	0	0	0	0	0	27	3.9	31	
Exiting Leg Total									201									378									164									60									133									416	1352

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Dorchester Avenue from North									Dorchester Street from Northeast									Preble Street from East									Dorchester Avenue from South									Boston Street from Southwest									Southampton Street from West									
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	8	19	27	0	0	0	0	0	0	9	49	58	0	0	0	0	0	0	5	17	22	0	0	0	0	0	0	2	7	9	0	0	0	0	0	0	19	3	22	0	0	0	0	0	0	65	6	71	209
8:15 AM	0	0	0	0	0	0	11	17	28	0	0	0	0	0	0	8	36	44	0	0	0	0	0	0	9	17	26	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	18	7	25	0	0	0	0	0	0	63	14	77	210
8:30 AM	0	0	0	0	0	0	5	17	22	0	0	0	0	0	0	5	42	47	0	0	0	0	0	0	3	19	22	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	17	4	21	0	0	0	0	0	0	58	6	64	186
8:45 AM	0	0	0	0	0	0	4	12	16	0	0	0	0	0	0	5	51	56	0	0	0	0	0	0	3	17	20	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	11	6	17	0	0	0	0	0	0	36	8	44	157
Total Volume	0	0	0	0	0	0	28	65	93	0	0	0	0	0	0	27	178	205	0	0	0	0	0	0	20	70	90	0	0	0	0	0	0	9	24	33	0	0	0	0	0	0	65	20	85	0	0	0	0	0	0	222	34	256	762
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	30.1	69.9		0.0	0.0	0.0	0.0	0.0	0.0	13.2	86.8		0.0	0.0	0.0	0.0	0.0	0.0	22.2	77.8		0.0	0.0	0.0	0.0	0.0	0.0	27.3	72.7		0.0	0.0	0.0	0.0	0.0	0.0	76.5	23.5		0.0	0.0	0.0	0.0	0.0	0.0	86.7	13.3		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.636	0.855	0.830	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.873	0.884	0.000	0.000	0.000	0.000	0.000	0.000	0.556	0.921	0.865	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.750	0.825	0.000	0.000	0.000	0.000	0.000	0.000	0.855	0.714	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.854	0.607	0.831	0.907
Entering Leg	0	0	0	0	0	0	28	65	93	0	0	0	0	0	0	27	178	205	0	0	0	0	0	0	20	70	90	0	0	0	0	0	0	9	24	33	0	0	0	0	0	0	65	20	85	0	0	0	0	0	0	222	34	256	762
Exiting Leg									93									205									90									33									85									256	762
Total									186									410									180									66									170									512	1524

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

Cars and Heavy Vehicles (Combined)

	Dorchester Avenue							Dorchester Street							Preble Street							Dorchester Avenue							Boston Street							Southampton Street							
	from North							from Northeast							from East							from South							from Southwest							from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	16	28	35	3	5	0	87	6	46	34	17	0	0	103	2	2	48	8	3	0	63	6	10	37	24	0	0	77	2	7	17	38	32	0	96	2	11	62	31	20	0	126	552
4:15 PM	15	30	28	6	7	0	86	5	39	28	16	0	0	88	1	2	43	10	7	0	63	5	19	19	27	1	0	71	0	7	20	35	31	0	93	4	9	72	37	20	0	142	543
4:30 PM	15	24	28	3	7	1	78	5	34	28	13	0	1	81	1	5	56	12	4	0	78	3	16	27	28	1	0	75	0	6	16	41	27	0	90	2	8	57	34	26	0	127	529
4:45 PM	17	27	31	7	3	0	85	6	55	33	18	0	0	112	0	3	60	6	2	0	71	4	14	32	20	0	0	70	1	5	31	41	30	0	108	2	6	73	35	32	0	148	594
Total	63	109	122	19	22	1	336	22	174	123	64	0	1	384	4	12	207	36	16	0	275	18	59	115	99	2	0	293	3	25	84	155	120	0	387	10	34	264	137	98	0	543	2218
5:00 PM	18	31	36	6	8	0	99	4	33	35	13	4	0	89	2	2	46	8	4	0	62	5	13	36	26	0	0	80	0	13	25	30	40	0	108	2	8	54	29	21	0	114	552
5:15 PM	23	24	31	6	2	1	87	4	42	26	22	2	0	96	0	3	74	6	3	0	86	4	11	32	20	0	0	67	0	9	25	34	34	0	102	2	13	78	40	29	0	162	600
5:30 PM	14	36	46	6	5	0	107	7	31	25	18	1	0	82	0	2	70	11	6	0	89	6	15	29	19	2	0	71	2	6	24	27	23	0	82	1	16	57	43	26	0	143	574
5:45 PM	18	35	42	2	3	0	100	2	49	37	22	2	0	112	1	5	74	15	2	0	97	7	15	29	22	1	0	74	1	12	24	26	37	0	100	4	6	56	36	17	0	119	602
Total	73	126	155	20	18	1	393	17	155	123	75	9	0	379	3	12	264	40	15	0	334	22	54	126	87	3	0	292	3	40	98	117	134	0	392	9	43	245	148	93	0	538	2328
Grand Total	136	235	277	39	40	2	729	39	329	246	139	9	1	763	7	24	471	76	31	0	609	40	113	241	186	5	0	585	6	65	182	272	254	0	779	19	77	509	285	191	0	1081	4546
Approach %	18.7	32.2	38.0	5.3	5.5	0.3		5.1	43.1	32.2	18.2	1.2	0.1		1.1	3.9	77.3	12.5	5.1	0.0		6.8	19.3	41.2	31.8	0.9	0.0		0.8	8.3	23.4	34.9	32.6	0.0		1.8	7.1	47.1	26.4	17.7	0.0		
Total %	3.0	5.2	6.1	0.9	0.9	0.0	16.0	0.9	7.2	5.4	3.1	0.2	0.0	16.8	0.2	0.5	10.4	1.7	0.7	0.0	13.4	0.9	2.5	5.3	4.1	0.1	0.0	12.9	0.1	1.4	4.0	6.0	5.6	0.0	17.1	0.4	1.7	11.2	6.3	4.2	0.0	23.8	
Exiting Leg Total							769							628							662							530							581							1376	4546
Cars	100	219	254	35	34	2	644	38	319	242	131	9	1	740	7	24	442	71	29	0	573	39	105	233	166	5	0	548	6	63	171	262	219	0	721	18	74	490	278	186	0	1046	4272
% Cars	73.5	93.2	91.7	89.7	85.0	100.0	88.3	97.4	97.0	98.4	94.2	100.0	100.0	97.0	100.0	100.0	93.8	93.4	93.5	0.0	94.1	97.5	92.9	96.7	89.2	100.0	0.0	93.7	100.0	96.9	94.0	96.3	86.2	0.0	92.6	94.7	96.1	96.3	97.5	97.4	0.0	96.8	94.0
Exiting Leg Total							745							596							636							494							555							1246	4272
Heavy Vehicles	36	16	23	4	6	0	85	1	10	4	8	0	0	23	0	0	29	5	2	0	36	1	8	8	20	0	0	37	0	2	11	10	35	0	58	1	3	19	7	5	0	35	274
% Heavy Vehicles	26.5	6.8	8.3	10.3	15.0	0.0	11.7	2.6	3.0	1.6	5.8	0.0	0.0	3.0	0.0	0.0	6.2	6.6	6.5	0.0	5.9	2.5	7.1	3.3	10.8	0.0	0.0	6.3	0.0	3.1	6.0	3.7	13.8	0.0	7.4	5.3	3.9	3.7	2.5	2.6	0.0	3.2	6.0
Exiting Leg Total							24							32							26							36							26							130	274

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Dorchester Avenue							Dorchester Street							Preble Street							Dorchester Avenue							Boston Street							Southampton Street							
	from North							from Northeast							from East							from South							from Southwest							from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
5:00 PM	18	31	36	6	8	0	99	4	33	35	13	4	0	89	2	2	46	8	4	0	62	5	13	36	26	0	0	80	0	13	25	30	40	0	108	2	8	54	29	21	0	114	552
5:15 PM	23	24	31	6	2	1	87	4	42	26	22	2	0	96	0	3	74	6	3	0	86	4	11	32	20	0	0	67	0	9	25	34	34	0	102	2	13	78	40	29	0	162	600
5:30 PM	14	36	46	6	5	0	107	7	31	25	18	1	0	82	0	2	70	11	6	0	89	6	15	29	19	2	0	71	2	6	24	27	23	0	82	1	16	57	43	26	0	143	574
5:45 PM	18	35	42	2	3	0	100	2	49	37	22	2	0	112	1	5	74	15	2	0	97	7	15	29	22	1	0	74	1	12	24	26	37	0	100	4	6	56	36	17	0	119	602
Total Volume	73	126	155	20	18	1	393	17	155	123	75	9	0	379	3	12	264	40	15	0	334	22	54	126	87	3	0	292	3	40	98	117	134	0	392	9	43	245	148	93	0	538	2328
% Approach Total	18.6	32.1	39.4	5.1	4.6	0.3		4.5	40.9	32.5	19.8	2.4	0.0		0.9	3.6	79.0	12.0	4.5	0.0		7.5	18.5	43.2	29.8	1.0	0.0		0.8	10.2	25.0	29.8	34.2	0.0		1.7	8.0	45.5	27.5	17.3	0.0		
PHF	0.793	0.875	0.842	0.833	0.563	0.250	0.918	0.607	0.791	0.831	0.852	0.563	0.000	0.846	0.375	0.600	0.892	0.667	0.625	0.000	0.861	0.786	0.900	0.875	0.837	0.375	0.000	0.913	0.375	0.769	0.980	0.860	0.838	0.000	0.907	0.563	0.672	0.785	0.860	0.802	0.000	0.830	0.967
Cars	56	119	143	18	16	1	353	17	151	121	72	9	0	370	3	12	253	37	14	0	319	22	49	125	78	3	0	277	3	39	93	117	122	0	374	9	42	235	145	92	0	523	2216
Cars %	76.7	94.4	92.3	90.0	88.9	100.0	89.8	100.0	97.4	98.4	96.0	100.0	0.0	97.6	100.0	100.0	95.8	92.5	93.3	0.0	95.5	100.0	90.7	99.2	89.7	100.0	0.0	94.9	100.0	97.5	94.9	100.0	91.0	0.0	95.4	100.0	97.7	95.9	98.0	98.9	0.0	97.2	95.2
Heavy Vehicles	17	7	12	2	2	0	40	0	4	2	3	0	0	9	0	0	11	3	1	0	15	0	5	1	9	0	0	15	0	1	5	0	12	0	18	0	1	10	3	1	0	15	112
Heavy Vehicles %	23.3	5.6	7.7	10.0	11.1	0.0	10.2	0.0	2.6	1.6	4.0	0.0	0.0	2.4	0.0	0.0	4.2	7.5	6.7	0.0	4.5	0.0	9.3	0.8	10.3	0.0	0.0	5.1	0.0	2.5	5.1	0.0	9.0	0.0	4.6	0.0	2.3	4.1	2.0	1.1	0.0	2.8	4.8
Cars Enter Leg	56	119	143	18	16	1	353	17	151	121	72	9	0	370	3	12	253	37	14	0	319	22	49	125	78	3	0	277	3	39	93	117	122	0	374	9	42	235	145	92	0	523	2216
Heavy Enter Leg	17	7	12	2	2	0	40	0	4	2	3	0	0	9	0	0	11	3	1	0	15	0	5	1	9	0	0	15	0	1	5	0	12	0	18	0	1	10	3	1	0	15	112
Total Entering Leg	73	126	155	20	18	1	393	17	155	123	75	9	0	379	3	12	264	40	15	0	334	22	54	126	87	3	0	292	3	40	98	117	134	0	392	9	43	245	148	93	0	538	2328
Cars Exiting Leg							364							306							323							274							289							660	2216
Heavy Exiting Leg							2							15							13							17							12							53	112
Total Exiting Leg							366							321							336							291							301							713	2328

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

Cars-Combined (Motorcycles, Cars, Light Goods)

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	12	26	32	3	4	0	77	5	43	33	16	0	0	97	2	2	44	8	2	0	58	6	10	34	23	0	0	73	2	7	16	30	27	0	82	2	10	59	31	19	0	121	508
4:15 PM	11	25	25	5	6	0	72	5	39	28	13	0	0	85	1	2	38	10	7	0	58	5	18	18	24	1	0	66	0	7	20	35	21	0	83	3	8	70	33	17	0	131	495
4:30 PM	9	23	25	3	6	1	67	5	32	28	13	0	1	79	1	5	52	11	4	0	73	2	15	25	23	1	0	66	0	6	15	40	23	0	84	2	8	54	34	26	0	124	493
4:45 PM	12	26	29	6	2	0	75	6	54	32	17	0	0	109	0	3	55	5	2	0	65	4	13	31	18	0	0	66	1	4	27	40	26	0	98	2	6	72	35	32	0	147	560
Total	44	100	111	17	18	1	291	21	168	121	59	0	1	370	4	12	189	34	15	0	254	17	56	108	88	2	0	271	3	24	78	145	97	0	347	9	32	255	133	94	0	523	2056
5:00 PM	13	30	31	5	7	0	86	4	32	35	12	4	0	87	2	2	45	7	3	0	59	5	13	36	23	0	0	77	0	12	24	30	38	0	104	2	7	51	29	20	0	109	522
5:15 PM	18	22	30	6	1	1	78	4	39	26	20	2	0	91	0	3	72	6	3	0	84	4	9	32	16	0	0	61	0	9	24	34	30	0	97	2	13	76	40	29	0	160	571
5:30 PM	10	34	45	5	5	0	99	7	31	23	18	1	0	80	0	2	68	9	6	0	85	6	12	29	18	2	0	67	2	6	22	27	20	0	77	1	16	54	41	26	0	138	546
5:45 PM	15	33	37	2	3	0	90	2	49	37	22	2	0	112	1	5	68	15	2	0	91	7	15	28	21	1	0	72	1	12	23	26	34	0	96	4	6	54	35	17	0	116	577
Total	56	119	143	18	16	1	353	17	151	121	72	9	0	370	3	12	253	37	14	0	319	22	49	125	78	3	0	277	3	39	93	117	122	0	374	9	42	235	145	92	0	523	2216
Grand Total	100	219	254	35	34	2	644	38	319	242	131	9	1	740	7	24	442	71	29	0	573	39	105	233	166	5	0	548	6	63	171	262	219	0	721	18	74	490	278	186	0	1046	4272
Approach %	15.5	34.0	39.4	5.4	5.3	0.3		5.1	43.1	32.7	17.7	1.2	0.1		1.2	4.2	77.1	12.4	5.1	0.0		7.1	19.2	42.5	30.3	0.9	0.0		0.8	8.7	23.7	36.3	30.4	0.0		1.7	7.1	46.8	26.6	17.8	0.0		
Total %	2.3	5.1	5.9	0.8	0.8	0.0	15.1	0.9	7.5	5.7	3.1	0.2	0.0	17.3	0.2	0.6	10.3	1.7	0.7	0.0	13.4	0.9	2.5	5.5	3.9	0.1	0.0	12.8	0.1	1.5	4.0	6.1	5.1	0.0	16.9	0.4	1.7	11.5	6.5	4.4	0.0	24.5	
Exiting Leg Total							745							596							636							494							555							1246	4272

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
5:00 PM	13	30	31	5	7	0	86	4	32	35	12	4	0	87	2	2	45	7	3	0	59	5	13	36	23	0	0	77	0	12	24	30	38	0	104	2	7	51	29	20	0	109	522
5:15 PM	18	22	30	6	1	1	78	4	39	26	20	2	0	91	0	3	72	6	3	0	84	4	9	32	16	0	0	61	0	9	24	34	30	0	97	2	13	76	40	29	0	160	571
5:30 PM	10	34	45	5	5	0	99	7	31	23	18	1	0	80	0	2	68	9	6	0	85	6	12	29	18	2	0	67	2	6	22	27	20	0	77	1	16	54	41	26	0	138	546
5:45 PM	15	33	37	2	3	0	90	2	49	37	22	2	0	112	1	5	68	15	2	0	91	7	15	28	21	1	0	72	1	12	23	26	34	0	96	4	6	54	35	17	0	116	577
Total Volume	56	119	143	18	16	1	353	17	151	121	72	9	0	370	3	12	253	37	14	0	319	22	49	125	78	3	0	277	3	39	93	117	122	0	374	9	42	235	145	92	0	523	2216
% Approach Total	15.9	33.7	40.5	5.1	4.5	0.3		4.6	40.8	32.7	19.5	2.4	0.0		0.9	3.8	79.3	11.6	4.4	0.0		7.9	17.7	45.1	28.2	1.1	0.0		0.8	10.4	24.9	31.3	32.6	0.0		1.7	8.0	44.9	27.7	17.6	0.0		
PHF	0.778	0.875	0.794	0.750	0.571	0.250	0.891	0.607	0.770	0.818	0.818	0.563	0.000	0.826	0.375	0.600	0.878	0.617	0.583	0.000	0.876	0.786	0.817	0.868	0.848	0.375	0.000	0.899	0.375	0.813	0.969	0.860	0.803	0.000	0.899	0.563	0.656	0.773	0.884	0.793	0.000	0.817	0.960
Entering Leg	56	119	143	18	16	1	353	17	151	121	72	9	0	370	3	12	253	37	14	0	319	22	49	125	78	3	0	277	3	39	93	117	122	0	374	9	42	235	145	92	0	523	2216
Exiting Leg							364							306							323							274							289							660	2216
Total							717							676							642							551							663							1183	4432

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	4	2	3	0	1	0	10	1	3	1	1	0	0	6	0	0	4	0	1	0	5	0	0	3	1	0	0	4	0	0	1	8	5	0	14	0	1	3	0	1	0	5	44
4:15 PM	4	5	3	1	1	0	14	0	0	0	3	0	0	3	0	0	5	0	0	0	5	0	1	1	3	0	0	5	0	0	0	0	10	0	10	1	1	2	4	3	0	11	48
4:30 PM	6	1	3	0	1	0	11	0	2	0	0	0	0	2	0	0	4	1	0	0	5	1	1	2	5	0	0	9	0	0	1	1	4	0	6	0	0	3	0	0	0	3	36
4:45 PM	5	1	2	1	1	0	10	0	1	1	1	0	0	3	0	0	5	1	0	0	6	0	1	1	2	0	0	4	0	1	4	1	4	0	10	0	0	1	0	0	0	1	34
Total	19	9	11	2	4	0	45	1	6	2	5	0	0	14	0	0	18	2	1	0	21	1	3	7	11	0	0	22	0	1	6	10	23	0	40	1	2	9	4	4	0	20	162
5:00 PM	5	1	5	1	1	0	13	0	1	0	1	0	0	2	0	0	1	1	1	0	3	0	0	0	3	0	0	3	0	1	1	0	2	0	4	0	1	3	0	1	0	5	30
5:15 PM	5	2	1	0	1	0	9	0	3	0	2	0	0	5	0	0	2	0	0	0	2	0	2	0	4	0	0	6	0	0	1	0	4	0	5	0	0	2	0	0	0	2	29
5:30 PM	4	2	1	1	0	0	8	0	0	2	0	0	0	2	0	0	2	2	0	0	4	0	3	0	1	0	0	4	0	0	2	0	3	0	5	0	0	3	2	0	0	5	28
5:45 PM	3	2	5	0	0	0	10	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	1	1	0	0	2	0	0	1	0	3	0	4	0	0	2	1	0	0	3	25
Total	17	7	12	2	2	0	40	0	4	2	3	0	0	9	0	0	11	3	1	0	15	0	5	1	9	0	0	15	0	1	5	0	12	0	18	0	1	10	3	1	0	15	112
Grand Total	36	16	23	4	6	0	85	1	10	4	8	0	0	23	0	0	29	5	2	0	36	1	8	8	20	0	0	37	0	2	11	10	35	0	58	1	3	19	7	5	0	35	274
Approach %	42.4	18.8	27.1	4.7	7.1	0.0		4.3	43.5	17.4	34.8	0.0	0.0		0.0	0.0	80.6	13.9	5.6	0.0		2.7	21.6	21.6	54.1	0.0	0.0		0.0	3.4	19.0	17.2	60.3	0.0		2.9	8.6	54.3	20.0	14.3	0.0		
Total %	13.1	5.8	8.4	1.5	2.2	0.0	31.0	0.4	3.6	1.5	2.9	0.0	0.0	8.4	0.0	0.0	10.6	1.8	0.7	0.0	13.1	0.4	2.9	2.9	7.3	0.0	0.0	13.5	0.0	0.7	4.0	3.6	12.8	0.0	21.2	0.4	1.1	6.9	2.6	1.8	0.0	12.8	
Exiting Leg Total							24							32							26							36							26							130	274
Buses	29	10	10	4	5	0	58	0	5	2	5	0	0	12	0	0	25	4	1	0	30	1	6	3	10	0	0	20	0	2	5	3	15	0	25	0	2	14	0	0	0	16	161
% Buses	80.6	62.5	43.5	100.0	83.3	0.0	68.2	0.0	50.0	50.0	62.5	0.0	0.0	52.2	0.0	0.0	86.2	80.0	50.0	0.0	83.3	100.0	75.0	37.5	50.0	0.0	0.0	54.1	0.0	100.0	45.5	30.0	42.9	0.0	43.1	0.0	66.7	73.7	0.0	0.0	0.0	45.7	58.8
Exiting Leg Total							6							16							21							18							16							84	161
Single-Unit Trucks	4	6	11	0	1	0	22	1	5	2	3	0	0	11	0	0	4	1	1	0	6	0	2	5	9	0	0	16	0	0	6	7	18	0	31	1	1	5	6	4	0	17	103
% Single-Unit	11.1	37.5	47.8	0.0	16.7	0.0	25.9	100.0	50.0	50.0	37.5	0.0	0.0	47.8	0.0	0.0	13.8	20.0	50.0	0.0	16.7	0.0	25.0	62.5	45.0	0.0	0.0	43.2	0.0	0.0	54.5	70.0	51.4	0.0	53.4	100.0	33.3	26.3	85.7	80.0	0.0	48.6	37.6
Exiting Leg Total							17							15							5							16							10							40	103
Articulated Trucks	3	0	2	0	0	0	5	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	2	0	2	0	0	0	1	1	0	2	10
% Articulated	8.3	0.0	8.7	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	5.7	0.0	3.4	0.0	0.0	0.0	14.3	20.0	0.0	5.7	3.6
Exiting Leg Total							1							1							0							2							0							6	10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	4	2	3	0	1	0	10	1	3	1	1	0	0	6	0	0	4	0	1	0	5	0	0	3	1	0	0	4	0	0	1	8	5	0	14	0	1	3	0	1	0	5	44
4:15 PM	4	5	3	1	1	0	14	0	0	0	3	0	0	3	0	0	5	0	0	0	5	0	1	1	3	0	0	5	0	0	0	0	10	0	10	1	1	2	4	3	0	11	48
4:30 PM	6	1	3	0	1	0	11	0	2	0	0	0	0	2	0	0	4	1	0	0	5	1	1	2	5	0	0	9	0	0	1	1	4	0	6	0	0	3	0	0	0	3	36
4:45 PM	5	1	2	1	1	0	10	0	1	1	1	0	0	3	0	0	5	1	0	0	6	0	1	1	2	0	0	4	0	1	4	1	4	0	10	0	0	1	0	0	0	1	34
Total Volume	19	9	11	2	4	0	45	1	6	2	5	0	0	14	0	0	18	2	1	0	21	1	3	7	11	0	0	22	0	1	6	10	23	0	40	1	2	9	4	4	0	20	162
% Approach Total	42.2	20.0	24.4	4.4	8.9	0.0		7.1	42.9	14.3	35.7	0.0	0.0		0.0	0.0	85.7	9.5	4.8	0.0		4.5	13.6	31.8	50.0	0.0	0.0		0.0	2.5	15.0	25.0	57.5	0.0		5.0	10.0	45.0	20.0	20.0	0.0		
PHF	0.792	0.450	0.917	0.500	1.000	0.000	0.804	0.250	0.500	0.500	0.417	0.000	0.000	0.583	0.000	0.000	0.900	0.500	0.250	0.000	0.875	0.250	0.750	0.583	0.550	0.000	0.000	0.611	0.000	0.250	0.375	0.313	0.575	0.000	0.714	0.250	0.500	0.750	0.250	0.333	0.000	0.455	0.844
Buses	14	4	4	2	3	0	27	0	3	1	2	0	0	6	0	0	14	1	1	0	16	1	2	3	4	0	0	10	0	1	4	3	7	0	15	0	1	6	0	0	0	7	81
Buses %	73.7	44.4	36.4	100.0	75.0	0.0	60.0	0.0	50.0	50.0	40.0	0.0	0.0	42.9	0.0	0.0	77.8	50.0	100.0	0.0	76.2	100.0	66.7	42.9	36.4	0.0	0.0	45.5	0.0	100.0	66.7	30.0	30.4	0.0	37.5	0.0	50.0	66.7	0.0	0.0	0.0	35.0	50.0
Single-Unit Trucks	2	5	7	0	1	0	15	1	3	1	3	0	0	8	0	0	4	1	0	0	5	0	1	4	6	0	0	11	0	0	2	7	14	0	23	1	1	3	3	3	0	11	73
Single-Unit %	10.5	55.6	63.6	0.0	25.0	0.0	33.3	100.0	50.0	50.0	60.0	0.0	0.0	57.1	0.0	0.0	22.2	50.0	0.0	0.0	23.8	0.0	33.3	57.1	54.5	0.0	0.0	50.0	0.0	0.0	33.3	70.0	60.9	0.0	57.5	100.0	50.0	33.3	75.0	75.0	0.0	55.0	45.1
Articulated Trucks	3	0	0	0	0	0	3	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	2	0	2	0	0	0	1	1	0	2	8
Articulated %	15.8	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	8.7	0.0	5.0	0.0	0.0	0.0	25.0	25.0	0.0	10.0	4.9
Buses	14	4	4	2	3	0	27	0	3	1	2	0	0	6	0	0	14	1	1	0	16	1	2	3	4	0	0	10	0	1	4	3	7	0	15	0	1	6	0	0	0	7	81
Single-Unit Trucks	2	5	7	0	1	0	15	1	3	1	3	0	0	8	0	0	4	1	0	0	5	0	1	4	6	0	0	11	0	0	2	7	14	0	23	1	1	3	3	3	0	11	73
Articulated Trucks	3	0	0	0	0	0	3	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	2	0	2	0	0	0	1	1	0	2	8
Total Entering Leg	19	9	11	2	4	0	45	1	6	2	5	0	0	14	0	0	18	2	1	0	21	1	3	7	11	0	0	22	0	1	6	10	23	0	40	1	2	9	4	4	0	20	162
Buses							6							9							10							8							6							42	81
Single-Unit Trucks							15							7							3							11							8							29	73
Articulated Trucks							1							1							0							0							0							6	8
Total Exiting Leg							22							17							13							19							14							77	162

PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	10	22	24	3	4	0	63	5	38	30	15	0	0	88	2	2	41	6	2	0	53	6	9	29	20	0	0	64	1	6	15	29	25	0	76	2	8	53	23	19	0	105	449
4:15 PM	10	23	22	4	6	0	65	5	38	27	13	0	0	83	0	2	36	9	6	0	53	5	16	17	20	1	0	59	0	7	20	33	20	0	80	3	7	65	30	16	0	121	461
4:30 PM	9	19	23	3	4	1	59	4	28	25	11	0	1	69	1	5	50	10	4	0	70	2	12	23	22	1	0	60	0	6	14	40	19	0	79	2	8	52	33	25	0	120	457
4:45 PM	12	24	25	6	2	0	69	5	50	30	16	0	0	101	0	3	53	5	1	0	62	4	11	25	17	0	0	57	1	3	26	39	24	0	93	2	5	72	33	30	0	142	524
Total	41	88	94	16	16	1	256	19	154	112	55	0	1	341	3	12	180	30	13	0	238	17	48	94	79	2	0	240	2	22	75	141	88	0	328	9	28	242	119	90	0	488	1891
5:00 PM	12	29	30	5	7	0	83	3	31	32	12	4	0	82	2	2	45	6	3	0	58	5	13	36	20	0	0	74	0	12	23	28	34	0	97	2	7	49	29	20	0	107	501
5:15 PM	16	18	30	6	0	1	71	4	36	24	19	2	0	85	0	3	70	4	3	0	80	4	9	29	13	0	0	55	0	8	24	31	28	0	91	2	10	74	39	28	0	153	535
5:30 PM	9	31	42	5	4	0	91	7	27	22	17	1	0	74	0	2	65	8	5	0	80	6	11	26	18	2	0	63	2	6	21	27	20	0	76	1	14	53	39	25	0	132	516
5:45 PM	12	31	34	2	3	0	82	2	46	37	21	2	0	108	1	5	65	14	1	0	86	7	14	28	20	1	0	70	1	11	22	22	31	0	87	4	6	52	32	16	0	110	543
Total	49	109	136	18	14	1	327	16	140	115	69	9	0	349	3	12	245	32	12	0	304	22	47	119	71	3	0	262	3	37	90	108	113	0	351	9	37	228	139	89	0	502	2095
Grand Total	90	197	230	34	30	2	583	35	294	227	124	9	1	690	6	24	425	62	25	0	542	39	95	213	150	5	0	502	5	59	165	249	201	0	679	18	65	470	258	179	0	990	3986
Approach %	15.4	33.8	39.5	5.8	5.1	0.3		5.1	42.6	32.9	18.0	1.3	0.1		1.1	4.4	78.4	11.4	4.6	0.0		7.8	18.9	42.4	29.9	1.0	0.0		0.7	8.7	24.3	36.7	29.6	0.0		1.8	6.6	47.5	26.1	18.1	0.0		
Total %	2.3	4.9	5.8	0.9	0.8	0.1	14.6	0.9	7.4	5.7	3.1	0.2	0.0	17.3	0.2	0.6	10.7	1.6	0.6	0.0	13.6	1.0	2.4	5.3	3.8	0.1	0.0	12.6	0.1	1.5	4.1	6.2	5.0	0.0	17.0	0.5	1.6	11.8	6.5	4.5	0.0	24.8	
Exiting Leg Total							702							555							611							449							509							1160	3986

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
5:00 PM	12	29	30	5	7	0	83	3	31	32	12	4	0	82	2	2	45	6	3	0	58	5	13	36	20	0	0	74	0	12	23	28	34	0	97	2	7	49	29	20	0	107	501
5:15 PM	16	18	30	6	0	1	71	4	36	24	19	2	0	85	0	3	70	4	3	0	80	4	9	29	13	0	0	55	0	8	24	31	28	0	91	2	10	74	39	28	0	153	535
5:30 PM	9	31	42	5	4	0	91	7	27	22	17	1	0	74	0	2	65	8	5	0	80	6	11	26	18	2	0	63	2	6	21	27	20	0	76	1	14	53	39	25	0	132	516
5:45 PM	12	31	34	2	3	0	82	2	46	37	21	2	0	108	1	5	65	14	1	0	86	7	14	28	20	1	0	70	1	11	22	22	31	0	87	4	6	52	32	16	0	110	543
Total Volume	49	109	136	18	14	1	327	16	140	115	69	9	0	349	3	12	245	32	12	0	304	22	47	119	71	3	0	262	3	37	90	108	113	0	351	9	37	228	139	89	0	502	2095
% Approach Total	15.0	33.3	41.6	5.5	4.3	0.3		4.6	40.1	33.0	19.8	2.6	0.0		1.0	3.9	80.6	10.5	3.9	0.0		8.4	17.9	45.4	27.1	1.1	0.0		0.9	10.5	25.6	30.8	32.2	0.0		1.8	7.4	45.4	27.7	17.7	0.0		
PHF	0.766	0.879	0.810	0.750	0.500	0.250	0.898	0.571	0.761	0.777	0.821	0.563	0.000	0.808	0.375	0.600	0.875	0.571	0.600	0.000	0.884	0.786	0.839	0.826	0.888	0.375	0.000	0.885	0.375	0.771	0.938	0.871	0.831	0.000	0.905	0.563	0.661	0.770	0.891	0.795	0.000	0.820	0.965
Entering Leg	49	109	136	18	14	1	327	16	140	115	69	9	0	349	3	12	245	32	12	0	304	22	47	119	71	3	0	262	3	37	90	108	113	0	351	9	37	228	139	89	0	502	2095
Exiting Leg							345							293							314							257							268							618	2095
Total							672							642							618							519							619							1120	4190

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

Light Goods Vehicle

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	2	4	6	0	0	0	12	0	5	3	1	0	0	9	0	0	3	2	0	0	5	0	1	5	3	0	0	9	1	1	1	1	2	0	6	0	2	6	8	0	0	16	57
4:15 PM	1	2	3	1	0	0	7	0	1	0	0	0	0	1	1	0	2	1	1	0	5	0	2	1	4	0	0	7	0	0	0	1	1	0	2	0	1	5	3	1	0	10	32
4:30 PM	0	4	2	0	2	0	8	1	4	3	2	0	0	10	0	0	2	1	0	0	3	0	3	2	1	0	0	6	0	0	1	0	3	0	4	0	0	2	1	1	0	4	35
4:45 PM	0	2	4	0	0	0	6	1	4	2	1	0	0	8	0	0	2	0	1	0	3	0	2	5	1	0	0	8	0	1	1	1	2	0	5	0	1	0	2	2	0	5	35
Total	3	12	15	1	2	0	33	2	14	8	4	0	0	28	1	0	9	4	2	0	16	0	8	13	9	0	0	30	1	2	3	3	8	0	17	0	4	13	14	4	0	35	159
5:00 PM	1	1	1	0	0	0	3	1	1	3	0	0	0	5	0	0	0	1	0	0	1	0	0	0	3	0	0	3	0	0	1	2	4	0	7	0	0	2	0	0	0	2	21
5:15 PM	2	3	0	0	1	0	6	0	3	2	1	0	0	6	0	0	2	2	0	0	4	0	0	3	3	0	0	6	0	1	0	3	2	0	6	0	3	2	1	1	0	7	35
5:30 PM	1	3	3	0	1	0	8	0	4	1	1	0	0	6	0	0	3	1	1	0	5	0	1	2	0	0	0	3	0	0	1	0	0	0	1	0	2	1	2	1	0	6	29
5:45 PM	3	2	1	0	0	0	6	0	2	0	1	0	0	3	0	0	3	1	1	0	5	0	1	0	1	0	0	2	0	1	1	4	3	0	9	0	0	1	3	1	0	5	30
Total	7	9	5	0	2	0	23	1	10	6	3	0	0	20	0	0	8	5	2	0	15	0	2	5	7	0	0	14	0	2	3	9	9	0	23	0	5	6	6	3	0	20	115
Grand Total	10	21	20	1	4	0	56	3	24	14	7	0	0	48	1	0	17	9	4	0	31	0	10	18	16	0	0	44	1	4	6	12	17	0	40	0	9	19	20	7	0	55	274
Approach %	17.9	37.5	35.7	1.8	7.1	0.0		6.3	50.0	29.2	14.6	0.0	0.0		3.2	0.0	54.8	29.0	12.9	0.0		0.0	22.7	40.9	36.4	0.0	0.0		2.5	10.0	15.0	30.0	42.5	0.0		0.0	16.4	34.5	36.4	12.7	0.0		
Total %	3.6	7.7	7.3	0.4	1.5	0.0	20.4	1.1	8.8	5.1	2.6	0.0	0.0	17.5	0.4	0.0	6.2	3.3	1.5	0.0	11.3	0.0	3.6	6.6	5.8	0.0	0.0	16.1	0.4	1.5	2.2	4.4	6.2	0.0	14.6	0.0	3.3	6.9	7.3	2.6	0.0	20.1	
Exiting Leg Total							40							41							24							41							44							84	274

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	2	4	6	0	0	0	12	0	5	3	1	0	0	9	0	0	3	2	0	0	5	0	1	5	3	0	0	9	1	1	1	1	2	0	6	0	2	6	8	0	0	16	57
4:15 PM	1	2	3	1	0	0	7	0	1	0	0	0	0	1	1	0	2	1	1	0	5	0	2	1	4	0	0	7	0	0	0	1	1	0	2	0	1	5	3	1	0	10	32
4:30 PM	0	4	2	0	2	0	8	1	4	3	2	0	0	10	0	0	2	1	0	0	3	0	3	2	1	0	0	6	0	0	1	0	3	0	4	0	0	2	1	1	0	4	35
4:45 PM	0	2	4	0	0	0	6	1	4	2	1	0	0	8	0	0	2	0	1	0	3	0	2	5	1	0	0	8	0	1	1	1	2	0	5	0	1	0	2	2	0	5	35
Total Volume	3	12	15	1	2	0	33	2	14	8	4	0	0	28	1	0	9	4	2	0	16	0	8	13	9	0	0	30	1	2	3	3	8	0	17	0	4	13	14	4	0	35	159
% Approach Total	9.1	36.4	45.5	3.0	6.1	0.0		7.1	50.0	28.6	14.3	0.0	0.0		6.3	0.0	56.3	25.0	12.5	0.0		0.0	26.7	43.3	30.0	0.0	0.0		5.9	11.8	17.6	17.6	47.1	0.0		0.0	11.4	37.1	40.0	11.4	0.0		
PHF	0.375	0.750	0.625	0.250	0.250	0.000	0.688	0.500	0.700	0.667	0.500	0.000	0.000	0.700	0.250	0.000	0.750	0.500	0.500	0.000	0.800	0.000	0.667	0.650	0.563	0.000	0.000	0.833	0.250	0.500	0.750	0.750	0.667	0.000	0.708	0.000	0.500	0.542	0.438	0.500	0.000	0.547	0.697
Entering Leg	3	12	15	1	2	0	33	2	14	8	4	0	0	28	1	0	9	4	2	0	16	0	8	13	9	0	0	30	1	2	3	3	8	0	17	0	4	13	14	4	0	35	159
Exiting Leg							22							28							16							26							24							43	159
Total							55							56							32							56							41							78	318

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

Buses

	Dorchester Avenue							Dorchester Street							Preble Street							Dorchester Avenue							Boston Street							Southampton Street							
	from North							from Northeast							from East							from South							from Southwest							from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	2	2	1	0	1	0	6	0	1	1	0	0	0	2	0	0	4	0	1	0	5	0	0	2	1	0	0	3	0	0	1	2	3	0	6	0	1	2	0	0	0	3	25
4:15 PM	4	2	0	1	1	0	8	0	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	14
4:30 PM	4	0	1	0	0	0	5	0	1	0	0	0	0	1	0	0	3	1	0	0	4	1	1	0	2	0	0	4	0	0	1	1	2	0	4	0	0	1	0	0	0	1	19
4:45 PM	4	0	2	1	1	0	8	0	1	0	0	0	0	1	0	0	5	0	0	0	5	0	1	1	1	0	0	3	0	1	2	0	2	0	5	0	0	1	0	0	0	1	23
Total	14	4	4	2	3	0	27	0	3	1	2	0	0	6	0	0	14	1	1	0	16	1	2	3	4	0	0	10	0	1	4	3	7	0	15	0	1	6	0	0	0	7	81
5:00 PM	4	1	2	1	1	0	9	0	1	0	1	0	0	2	0	0	1	1	0	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	1	2	0	0	0	3	18
5:15 PM	4	1	1	0	1	0	7	0	1	0	2	0	0	3	0	0	2	0	0	0	2	0	1	0	3	0	0	4	0	0	0	0	4	0	4	0	0	2	0	0	0	2	22
5:30 PM	4	2	0	1	0	0	7	0	0	1	0	0	0	1	0	0	2	2	0	0	4	0	3	0	1	0	0	4	0	0	0	0	2	0	2	0	0	3	0	0	0	3	21
5:45 PM	3	2	3	0	0	0	8	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	1	0	0	1	0	0	1	0	2	0	3	0	0	1	0	0	0	1	19
Total	15	6	6	2	2	0	31	0	2	1	3	0	0	6	0	0	11	3	0	0	14	0	4	0	6	0	0	10	0	1	1	0	8	0	10	0	1	8	0	0	0	9	80
Grand Total	29	10	10	4	5	0	58	0	5	2	5	0	0	12	0	0	25	4	1	0	30	1	6	3	10	0	0	20	0	2	5	3	15	0	25	0	2	14	0	0	0	16	161
Approach %	50.0	17.2	17.2	6.9	8.6	0.0		0.0	41.7	16.7	41.7	0.0	0.0		0.0	0.0	83.3	13.3	3.3	0.0		5.0	30.0	15.0	50.0	0.0	0.0		0.0	8.0	20.0	12.0	60.0	0.0		0.0	12.5	87.5	0.0	0.0	0.0		
Total %	18.0	6.2	6.2	2.5	3.1	0.0	36.0	0.0	3.1	1.2	3.1	0.0	0.0	7.5	0.0	0.0	15.5	2.5	0.6	0.0	18.6	0.6	3.7	1.9	6.2	0.0	0.0	12.4	0.0	1.2	3.1	1.9	9.3	0.0	15.5	0.0	1.2	8.7	0.0	0.0	0.0	9.9	
Exiting Leg Total							6							16							21							18							16							84	161

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Dorchester Avenue							Dorchester Street							Preble Street							Dorchester Avenue							Boston Street							Southampton Street							
	from North							from Northeast							from East							from South							from Southwest							from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:45 PM	4	0	2	1	1	0	8	0	1	0	0	0	0	1	0	0	5	0	0	0	5	0	1	1	1	0	0	3	0	1	2	0	2	0	5	0	0	1	0	0	0	1	23
5:00 PM	4	1	2	1	1	0	9	0	1	0	1	0	0	2	0	0	1	1	0	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	1	2	0	0	0	3	18
5:15 PM	4	1	1	0	1	0	7	0	1	0	2	0	0	3	0	0	2	0	0	0	2	0	1	0	3	0	0	4	0	0	0	0	4	0	4	0	0	2	0	0	0	2	22
5:30 PM	4	2	0	1	0	0	7	0	0	1	0	0	0	1	0	0	2	2	0	0	4	0	3	0	1	0	0	4	0	0	0	0	2	0	2	0	0	3	0	0	0	3	21
Total Volume	16	4	5	3	3	0	31	0	3	1	3	0	0	7	0	0	10	3	0	0	13	0	5	1	6	0	0	12	0	2	2	0	8	0	12	0	1	8	0	0	0	9	84
% Approach Total	51.6	12.9	16.1	9.7	9.7	0.0		0.0	42.9	14.3	42.9	0.0	0.0		0.0	0.0	76.9	23.1	0.0	0.0		0.0	41.7	8.3	50.0	0.0	0.0		0.0	16.7	16.7	0.0	66.7	0.0		0.0	11.1	88.9	0.0	0.0	0.0		
PHF	1.000	0.500	0.625	0.750	0.750	0.000	0.861	0.000	0.750	0.250	0.375	0.000	0.000	0.583	0.000	0.000	0.500	0.375	0.000	0.000	0.650	0.000	0.417	0.250	0.500	0.000	0.000	0.750	0.000	0.500	0.250	0.000	0.500	0.000	0.600	0.000	0.250	0.667	0.000	0.000	0.000	0.750	0.913
Entering Leg	16	4	5	3	3	0	31	0	3	1	3	0	0	7	0	0	10	3	0	0	13	0	5	1	6	0	0	12	0	2	2	0	8	0	12	0	1	8	0	0	0	9	84
Exiting Leg							1							10							13							9							8							43	84
Total							32							17							26							21							20							52	168

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Street NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

Single-Unit Trucks

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	1	0	2	0	0	0	3	1	2	0	1	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	6	1	0	7	0	0	1	0	1	0	2	17
4:15 PM	0	3	3	0	0	0	6	0	0	0	1	0	0	1	0	0	3	0	0	0	3	0	1	1	3	0	0	5	0	0	0	0	9	0	9	1	1	0	3	2	0	7	31
4:30 PM	1	1	2	0	1	0	5	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	2	2	0	0	4	0	0	0	0	2	0	2	0	0	2	0	0	0	2	15
4:45 PM	0	1	0	0	0	0	1	0	0	1	1	0	0	2	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	2	1	2	0	5	0	0	0	0	0	0	0	10
Total	2	5	7	0	1	0	15	1	3	1	3	0	0	8	0	0	4	1	0	0	5	0	1	4	6	0	0	11	0	0	2	7	14	0	23	1	1	3	3	3	0	11	73
5:00 PM	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	2	0	0	1	0	2	0	3	0	0	1	0	1	0	2	11
5:15 PM	1	1	0	0	0	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	2	0	0	2	6
5:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	1	1	0	0	2	6
Total	2	1	4	0	0	0	7	0	2	1	0	0	0	3	0	0	0	0	1	0	1	0	1	1	3	0	0	5	0	0	4	0	4	0	8	0	0	2	3	1	0	6	30
Grand Total	4	6	11	0	1	0	22	1	5	2	3	0	0	11	0	0	4	1	1	0	6	0	2	5	9	0	0	16	0	0	6	7	18	0	31	1	1	5	6	4	0	17	103
Approach %	18.2	27.3	50.0	0.0	4.5	0.0		9.1	45.5	18.2	27.3	0.0	0.0		0.0	0.0	66.7	16.7	16.7	0.0		0.0	12.5	31.3	56.3	0.0	0.0		0.0	0.0	19.4	22.6	58.1	0.0		5.9	5.9	29.4	35.3	23.5	0.0		
Total %	3.9	5.8	10.7	0.0	1.0	0.0	21.4	1.0	4.9	1.9	2.9	0.0	0.0	10.7	0.0	0.0	3.9	1.0	1.0	0.0	5.8	0.0	1.9	4.9	8.7	0.0	0.0	15.5	0.0	0.0	5.8	6.8	17.5	0.0	30.1	1.0	1.0	4.9	5.8	3.9	0.0	16.5	
Exiting Leg Total							17							15							5							16							10							40	103

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	1	0	2	0	0	0	3	1	2	0	1	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	6	1	0	7	0	0	1	0	1	0	2	17
4:15 PM	0	3	3	0	0	0	6	0	0	0	1	0	0	1	0	0	3	0	0	0	3	0	1	1	3	0	0	5	0	0	0	0	9	0	9	1	1	0	3	2	0	7	31
4:30 PM	1	1	2	0	1	0	5	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	2	2	0	0	4	0	0	0	0	2	0	2	0	0	2	0	0	0	2	15
4:45 PM	0	1	0	0	0	0	1	0	0	1	1	0	0	2	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	2	1	2	0	5	0	0	0	0	0	0	0	10
Total Volume	2	5	7	0	1	0	15	1	3	1	3	0	0	8	0	0	4	1	0	0	5	0	1	4	6	0	0	11	0	0	2	7	14	0	23	1	1	3	3	3	0	11	73
% Approach Total	13.3	33.3	46.7	0.0	6.7	0.0		12.5	37.5	12.5	37.5	0.0	0.0		0.0	0.0	80.0	20.0	0.0	0.0		0.0	9.1	36.4	54.5	0.0	0.0		0.0	0.0	8.7	30.4	60.9	0.0		9.1	9.1	27.3	27.3	27.3	0.0		
PHF	0.500	0.417	0.583	0.000	0.250	0.000	0.625	0.250	0.375	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.333	0.250	0.000	0.000	0.417	0.000	0.250	0.500	0.500	0.000	0.000	0.550	0.000	0.000	0.250	0.292	0.389	0.000	0.639	0.250	0.250	0.375	0.250	0.375	0.000	0.393	0.589
Entering Leg	2	5	7	0	1	0	15	1	3	1	3	0	0	8	0	0	4	1	0	0	5	0	1	4	6	0	0	11	0	0	2	7	14	0	23	1	1	3	3	3	0	11	73
Exiting Leg							15							7							3							11							8							29	73
Total							30							15							8							22							31							40	146

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

Articulated Trucks

	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	2	3
4:30 PM	1	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	0	0	3	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	2	0	2	0	0	0	1	1	0	2	8
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	2	0	0	0	5	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	2	0	2	0	0	0	1	1	0	2	10
Approach %	60.0	0.0	40.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	50.0	50.0	0.0	
Total %	30.0	0.0	20.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	10.0	10.0	0.0	20.0	
Exiting Leg Total							1							1							0							2							0							6	10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Dorchester Avenue from North							Dorchester Street from Northeast							Preble Street from East							Dorchester Avenue from South							Boston Street from Southwest							Southampton Street from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	2	3
4:30 PM	1	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	0	0	0	3	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	2	0	2	0	0	0	1	1	0	2	8
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	50.0	50.0	0.0	
PHF	0.750	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.667
Entering Leg	3	0	0	0	0	0	3	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	2	0	2	0	0	0	1	1	0	2	8
Exiting Leg							1							1							0							0							0							6	8
Total							4							1							0							1							2							8	16

PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Dorchester Avenue from North									Dorchester Street from Northeast									Preble Street from East									Dorchester Avenue from South									Boston Street from Southwest									Southampton Street from West									
	Right	Rear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Rear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Rear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Rear Right	Thru	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
4:15 PM	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	2	0	0	0	3	0	0	0	0	1	0	0	0	1	7
4:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	1	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0	0	1	2	0	0	0	3	0	2	0	0	1	0	0	0	3	15
5:00 PM	0	0	3	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	2	8
5:15 PM	0	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	5	8
5:30 PM	0	1	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	9
5:45 PM	0	1	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8
Total	0	2	12	1	0	0	0	1	16	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	3	0	0	0	0	0	4	0	0	0	3	0	0	0	3	2	1	2	0	3	0	0	0	8	33
Grand Total	1	5	13	1	0	0	0	2	22	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	5	0	0	0	1	0	7	0	0	1	5	0	0	0	0	6	2	3	2	0	4	0	0	0	11	48
Approach %	4.5	22.7	59.1	4.5	0.0	0.0	0.0	9.1		0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	14.3	71.4	0.0	0.0	0.0	14.3	0.0		0.0	0.0	16.7	83.3	0.0	0.0	0.0	0.0		18.2	27.3	18.2	0.0	36.4	0.0	0.0	0.0		
Total %	2.1	10.4	27.1	2.1	0.0	0.0	0.0	4.2	45.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	0.0	2.1	10.4	0.0	0.0	0.0	2.1	0.0	14.6	0.0	0.0	2.1	10.4	0.0	0.0	0.0	0.0	12.5	4.2	6.3	4.2	0.0	8.3	0.0	0.0	0.0	22.9	
Exiting Leg Total									16									2								4									17									8									1	48

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Dorchester Avenue from North									Dorchester Street from Northeast									Preble Street from East									Dorchester Avenue from South									Boston Street from Southwest									Southampton Street from West									
	Right	Rear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Rear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Rear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Rear Right	Thru	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	3	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	2	8
5:15 PM	0	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	5	8
5:30 PM	0	1	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	9
5:45 PM	0	1	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8
Total Volume	0	2	12	1	0	0	0	1	16	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	3	0	0	0	0	0	4	0	0	0	3	0	0	0	3	2	1	2	0	3	0	0	0	8	33
% Approach Total	0.0	12.5	75.0	6.3	0.0	0.0	0.0	6.3		0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	25.0	75.0	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		25.0	12.5	25.0	0.0	37.5	0.0	0.0	0.0		
PHF	0.000	0.500	0.600	0.250	0.000	0.000	0.000	0.250	0.667	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.250	0.250	0.500	0.000	0.250	0.000	0.000	0.000	0.400	0.917
Entering Leg	0	2	12	1	0	0	0	1	16	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	3	0	0	0	0	0	4	0	0	0	3	0	0	0	3	2	1	2	0	3	0	0	0	8	33
Exiting Leg									10									1								4									13									5									0	33
Total									26									2								5									17									8									8	66

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186480 (12) pm**
Location: **N: Dorchester Avenue S: Dorchester Avenue NE: Dorchester Street**
Location: **E: Preble Street W: Southampton Street SW: Boston Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

Pedestrians

	Dorchester Avenue from North									Dorchester Street from Northeast									Preble Street from East									Dorchester Avenue from South									Boston Street from Southwest									Southampton Street from West									
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	6	13	19	0	0	0	0	0	0	22	23	45	0	0	0	0	0	0	15	14	29	0	0	0	0	0	0	5	7	12	0	0	0	0	0	0	6	9	15	0	0	0	0	0	0	9	17	26	146
4:15 PM	0	0	0	0	0	0	12	4	16	0	0	0	0	0	0	31	16	47	0	0	0	0	0	0	7	9	16	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	5	6	11	0	0	0	0	0	0	7	18	25	120
4:30 PM	0	0	0	0	0	0	10	8	18	0	0	0	0	0	0	31	18	49	0	0	0	0	0	0	14	17	31	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	6	7	13	0	0	0	0	0	0	18	20	38	156
4:45 PM	0	0	0	0	0	0	11	5	16	0	0	0	0	0	0	32	16	48	0	0	0	0	0	0	12	15	27	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	10	12	22	0	0	0	0	0	0	14	33	47	166
Total	0	0	0	0	0	0	39	30	69	0	0	0	0	0	0	116	73	189	0	0	0	0	0	0	48	55	103	0	0	0	0	0	0	13	17	30	0	0	0	0	0	0	27	34	61	0	0	0	0	0	0	48	88	136	588
5:00 PM	0	0	0	0	0	0	28	12	40	0	0	0	0	0	0	34	5	39	0	0	0	0	0	0	10	6	16	0	0	0	0	0	0	3	5	8	0	0	0	0	0	0	7	10	17	0	0	0	0	0	0	27	33	60	180
5:15 PM	0	0	0	0	0	0	15	15	30	0	0	0	0	0	0	32	21	53	0	0	0	0	0	0	9	10	19	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	6	20	26	0	0	0	0	0	0	11	42	53	185
5:30 PM	0	0	0	0	0	0	18	8	26	0	0	0	0	0	0	43	11	54	0	0	0	0	0	0	18	4	22	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	5	14	19	0	0	0	0	0	0	7	51	58	184
5:45 PM	0	0	0	0	0	0	20	13	33	0	0	0	0	0	0	41	15	56	0	0	0	0	0	0	21	13	34	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	10	13	0	0	0	0	0	0	9	39	48	186
Total	0	0	0	0	0	0	81	48	129	0	0	0	0	0	0	150	52	202	0	0	0	0	0	0	58	33	91	0	0	0	0	0	0	8	11	19	0	0	0	0	0	0	21	54	75	0	0	0	0	0	0	54	165	219	735
Grand Total	0	0	0	0	0	0	120	78	198	0	0	0	0	0	0	266	125	391	0	0	0	0	0	0	106	88	194	0	0	0	0	0	0	21	28	49	0	0	0	0	0	0	48	88	136	0	0	0	0	0	0	102	253	355	1323
Approach %	0	0	0	0	0	0	61	39		0	0	0	0	0	0	68	32		0	0	0	0	0	0	55	45		0	0	0	0	0	0	43	57		0	0	0	0	0	0	35	65		0	0	0	0	0	0	29	71		
Total %	0	0	0	0	0	0	9.1	5.9	15	0	0	0	0	0	0	20	9.4	30	0	0	0	0	0	0	8	6.7	15	0	0	0	0	0	0	1.6	2.1	3.7	0	0	0	0	0	0	3.6	6.7	10	0	0	0	0	0	0	7.7	19	27	
Exiting Leg Total									198									391								194									49									136									355	1323

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Dorchester Avenue from North									Dorchester Street from Northeast									Preble Street from East									Dorchester Avenue from South									Boston Street from Southwest									Southampton Street from West									
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	0	0	28	12	40	0	0	0	0	0	0	34	5	39	0	0	0	0	0	0	10	6	16	0	0	0	0	0	0	3	5	8	0	0	0	0	0	0	7	10	17	0	0	0	0	0	0	27	33	60	180
5:15 PM	0	0	0	0	0	0	15	15	30	0	0	0	0	0	0	32	21	53	0	0	0	0	0	0	9	10	19	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	6	20	26	0	0	0	0	0	0	11	42	53	185
5:30 PM	0	0	0	0	0	0	18	8	26	0	0	0	0	0	0	43	11	54	0	0	0	0	0	0	18	4	22	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	5	14	19	0	0	0	0	0	0	7	51	58	184
5:45 PM	0	0	0	0	0	0	20	13	33	0	0	0	0	0	0	41	15	56	0	0	0	0	0	0	21	13	34	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	10	13	0	0	0	0	0	0	9	39	48	186
Total Volume	0	0	0	0	0	0	81	48	129	0	0	0	0	0	0	150	52	202	0	0	0	0	0	0	58	33	91	0	0	0	0	0	0	8	11	19	0	0	0	0	0	0	21	54	75	0	0	0	0	0	0	54	165	219	735
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	62.8	37.2		0.0	0.0	0.0	0.0	0.0	0.0	74.3	25.7		0.0	0.0	0.0	0.0	0.0	0.0	63.7	36.3		0.0	0.0	0.0	0.0	0.0	0.0	42.1	57.9		0.0	0.0	0.0	0.0	0.0	0.0	28.0	72.0		0.0	0.0	0.0	0.0	0.0	0.0	24.7	75.3		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.723	0.800	0.806	0.000	0.000	0.000	0.000	0.000	0.000	0.872	0.619	0.902	0.000	0.000	0.000	0.000	0.000	0.000	0.690	0.635	0.669	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.550	0.594	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.675	0.721	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.809	0.913	0.988
Entering Leg	0	0	0	0	0	0	81	48	129	0	0	0	0	0	0	150	52	202	0	0	0	0	0	0	58	33	91	0	0	0	0	0	0	8	11	19	0	0	0	0	0	0	21	54	75	0	0	0	0	0	0	54	165	219	735
Exiting Leg									129									202								91									19									75									219	735
Total									258									404								182									38									150									438	1470

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Colony Avenue from North					Dorchester Street from East					Old Colony Avenue from South					Dorchester Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	17	60	11	0	88	24	63	32	0	119	46	210	6	0	262	5	83	9	0	97	566
7:15 AM	22	75	5	0	102	37	94	36	0	167	28	209	1	0	238	1	84	5	0	90	597
7:30 AM	14	80	8	0	102	40	72	45	0	157	32	246	4	0	282	2	68	6	0	76	617
7:45 AM	12	75	12	0	99	33	51	35	0	119	38	263	11	0	312	4	50	12	0	66	596
Total	65	290	36	0	391	134	280	148	0	562	144	928	22	0	1094	12	285	32	0	329	2376
8:00 AM	17	75	6	0	98	34	66	46	0	146	47	228	2	0	277	4	59	18	0	81	602
8:15 AM	24	71	14	0	109	32	56	33	0	121	50	229	8	0	287	7	58	15	0	80	597
8:30 AM	21	66	9	0	96	29	80	43	0	152	41	262	3	0	306	5	58	13	0	76	630
8:45 AM	28	66	6	0	100	25	76	28	0	129	34	214	0	0	248	4	68	16	0	88	565
Total	90	278	35	0	403	120	278	150	0	548	172	933	13	0	1118	20	243	62	0	325	2394
Grand Total	155	568	71	0	794	254	558	298	0	1110	316	1861	35	0	2212	32	528	94	0	654	4770
Approach %	19.5	71.5	8.9	0.0		22.9	50.3	26.8	0.0		14.3	84.1	1.6	0.0		4.9	80.7	14.4	0.0		
Total %	3.2	11.9	1.5	0.0	16.6	5.3	11.7	6.2	0.0	23.3	6.6	39.0	0.7	0.0	46.4	0.7	11.1	2.0	0.0	13.7	
Exiting Leg Total					2209					915					898					748	4770
Cars	141	547	64	0	752	249	511	285	0	1045	299	1836	34	0	2169	26	472	89	0	587	4553
% Cars	91.0	96.3	90.1	0.0	94.7	98.0	91.6	95.6	0.0	94.1	94.6	98.7	97.1	0.0	98.1	81.3	89.4	94.7	0.0	89.8	95.5
Exiting Leg Total					2174					835					858					686	4553
Heavy Vehicles	14	21	7	0	42	5	47	13	0	65	17	25	1	0	43	6	56	5	0	67	217
% Heavy Vehicles	9.0	3.7	9.9	0.0	5.3	2.0	8.4	4.4	0.0	5.9	5.4	1.3	2.9	0.0	1.9	18.8	10.6	5.3	0.0	10.2	4.5
Exiting Leg Total					35					80					40					62	217

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Old Colony Avenue from North					Dorchester Street from East					Old Colony Avenue from South					Dorchester Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	12	75	12	0	99	33	51	35	0	119	38	263	11	0	312	4	50	12	0	66	596
8:00 AM	17	75	6	0	98	34	66	46	0	146	47	228	2	0	277	4	59	18	0	81	602
8:15 AM	24	71	14	0	109	32	56	33	0	121	50	229	8	0	287	7	58	15	0	80	597
8:30 AM	21	66	9	0	96	29	80	43	0	152	41	262	3	0	306	5	58	13	0	76	630
Total Volume	74	287	41	0	402	128	253	157	0	538	176	982	24	0	1182	20	225	58	0	303	2425
% Approach Total	18.4	71.4	10.2	0.0		23.8	47.0	29.2	0.0		14.9	83.1	2.0	0.0		6.6	74.3	19.1	0.0		
PHF	0.771	0.957	0.732	0.000	0.922	0.941	0.791	0.853	0.000	0.885	0.880	0.933	0.545	0.000	0.947	0.714	0.953	0.806	0.000	0.935	0.962
Cars	67	275	37	0	379	124	230	152	0	506	169	969	23	0	1161	17	201	57	0	275	2321
Cars %	90.5	95.8	90.2	0.0	94.3	96.9	90.9	96.8	0.0	94.1	96.0	98.7	95.8	0.0	98.2	85.0	89.3	98.3	0.0	90.8	95.7
Heavy Vehicles	7	12	4	0	23	4	23	5	0	32	7	13	1	0	21	3	24	1	0	28	104
Heavy Vehicles %	9.5	4.2	9.8	0.0	5.7	3.1	9.1	3.2	0.0	5.9	4.0	1.3	4.2	0.0	1.8	15.0	10.7	1.7	0.0	9.2	4.3
Cars Enter Leg	67	275	37	0	379	124	230	152	0	506	169	969	23	0	1161	17	201	57	0	275	2321
Heavy Enter Leg	7	12	4	0	23	4	23	5	0	32	7	13	1	0	21	3	24	1	0	28	104
Total Entering Leg	74	287	41	0	402	128	253	157	0	538	176	982	24	0	1182	20	225	58	0	303	2425
Cars Exiting Leg					1150					407					444					320	2321
Heavy Exiting Leg					18					35					20					31	104
Total Exiting Leg					1168					442					464					351	2425

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	15	58	10	0	83	24	56	30	0	110	41	208	6	0	255	4	70	8	0	82	530
7:15 AM	20	72	3	0	95	36	90	33	0	159	26	205	1	0	232	1	74	5	0	80	566
7:30 AM	14	78	8	0	100	40	66	44	0	150	30	243	4	0	277	2	65	5	0	72	599
7:45 AM	11	75	11	0	97	33	48	34	0	115	38	260	11	0	309	3	44	12	0	59	580
Total	60	283	32	0	375	133	260	141	0	534	135	916	22	0	1073	10	253	30	0	293	2275
8:00 AM	15	72	6	0	93	31	60	46	0	137	43	225	2	0	270	4	55	18	0	77	577
8:15 AM	23	68	12	0	103	32	54	31	0	117	48	227	7	0	282	6	52	15	0	73	575
8:30 AM	18	60	8	0	86	28	68	41	0	137	40	257	3	0	300	4	50	12	0	66	589
8:45 AM	25	64	6	0	95	25	69	26	0	120	33	211	0	0	244	2	62	14	0	78	537
Total	81	264	32	0	377	116	251	144	0	511	164	920	12	0	1096	16	219	59	0	294	2278
Grand Total	141	547	64	0	752	249	511	285	0	1045	299	1836	34	0	2169	26	472	89	0	587	4553
Approach %	18.8	72.7	8.5	0.0		23.8	48.9	27.3	0.0		13.8	84.6	1.6	0.0		4.4	80.4	15.2	0.0		
Total %	3.1	12.0	1.4	0.0	16.5	5.5	11.2	6.3	0.0	23.0	6.6	40.3	0.7	0.0	47.6	0.6	10.4	2.0	0.0	12.9	
Exiting Leg Total					2174					835					858					686	4553

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	14	78	8	0	100	40	66	44	0	150	30	243	4	0	277	2	65	5	0	72	599
7:45 AM	11	75	11	0	97	33	48	34	0	115	38	260	11	0	309	3	44	12	0	59	580
8:00 AM	15	72	6	0	93	31	60	46	0	137	43	225	2	0	270	4	55	18	0	77	577
8:15 AM	23	68	12	0	103	32	54	31	0	117	48	227	7	0	282	6	52	15	0	73	575
Total Volume	63	293	37	0	393	136	228	155	0	519	159	955	24	0	1138	15	216	50	0	281	2331
% Approach Total	16.0	74.6	9.4	0.0		26.2	43.9	29.9	0.0		14.0	83.9	2.1	0.0		5.3	76.9	17.8	0.0		
PHF	0.685	0.939	0.771	0.000	0.954	0.850	0.864	0.842	0.000	0.865	0.828	0.918	0.545	0.000	0.921	0.625	0.831	0.694	0.000	0.912	0.973
Entering Leg	63	293	37	0	393	136	228	155	0	519	159	955	24	0	1138	15	216	50	0	281	2331
Exiting Leg					1141					412					463					315	2331
Total					1534					931					1601					596	4662

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	2	1	0	5	0	7	2	0	9	5	2	0	0	7	1	13	1	0	15	36
7:15 AM	2	3	2	0	7	1	4	3	0	8	2	4	0	0	6	0	10	0	0	10	31
7:30 AM	0	2	0	0	2	0	6	1	0	7	2	3	0	0	5	0	3	1	0	4	18
7:45 AM	1	0	1	0	2	0	3	1	0	4	0	3	0	0	3	1	6	0	0	7	16
Total	5	7	4	0	16	1	20	7	0	28	9	12	0	0	21	2	32	2	0	36	101
8:00 AM	2	3	0	0	5	3	6	0	0	9	4	3	0	0	7	0	4	0	0	4	25
8:15 AM	1	3	2	0	6	0	2	2	0	4	2	2	1	0	5	1	6	0	0	7	22
8:30 AM	3	6	1	0	10	1	12	2	0	15	1	5	0	0	6	1	8	1	0	10	41
8:45 AM	3	2	0	0	5	0	7	2	0	9	1	3	0	0	4	2	6	2	0	10	28
Total	9	14	3	0	26	4	27	6	0	37	8	13	1	0	22	4	24	3	0	31	116
Grand Total	14	21	7	0	42	5	47	13	0	65	17	25	1	0	43	6	56	5	0	67	217
Approach %	33.3	50.0	16.7	0.0		7.7	72.3	20.0	0.0		39.5	58.1	2.3	0.0		9.0	83.6	7.5	0.0		
Total %	6.5	9.7	3.2	0.0	19.4	2.3	21.7	6.0	0.0	30.0	7.8	11.5	0.5	0.0	19.8	2.8	25.8	2.3	0.0	30.9	
Exiting Leg Total					35					80					40					62	217
Buses	6	12	3	0	21	2	18	8	0	28	11	17	0	0	28	1	25	2	0	28	105
% Buses	42.9	57.1	42.9	0.0	50.0	40.0	38.3	61.5	0.0	43.1	64.7	68.0	0.0	0.0	65.1	16.7	44.6	40.0	0.0	41.8	48.4
Exiting Leg Total					21					39					21					24	105
Single-Unit Trucks	7	9	4	0	20	3	28	5	0	36	6	6	1	0	13	5	29	3	0	37	106
% Single-Unit	50.0	42.9	57.1	0.0	47.6	60.0	59.6	38.5	0.0	55.4	35.3	24.0	100.0	0.0	30.2	83.3	51.8	60.0	0.0	55.2	48.8
Exiting Leg Total					12					39					19					36	106
Articulated Trucks	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	6
% Articulated	7.1	0.0	0.0	0.0	2.4	0.0	2.1	0.0	0.0	1.5	0.0	8.0	0.0	0.0	4.7	0.0	3.6	0.0	0.0	3.0	2.8
Exiting Leg Total					2					2					0					2	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	2	3	0	0	5	3	6	0	0	9	4	3	0	0	7	0	4	0	0	4	25
8:15 AM	1	3	2	0	6	0	2	2	0	4	2	2	1	0	5	1	6	0	0	7	22
8:30 AM	3	6	1	0	10	1	12	2	0	15	1	5	0	0	6	1	8	1	0	10	41
8:45 AM	3	2	0	0	5	0	7	2	0	9	1	3	0	0	4	2	6	2	0	10	28
Total Volume	9	14	3	0	26	4	27	6	0	37	8	13	1	0	22	4	24	3	0	31	116
% Approach Total	34.6	53.8	11.5	0.0		10.8	73.0	16.2	0.0		36.4	59.1	4.5	0.0		12.9	77.4	9.7	0.0		
PHF	0.750	0.583	0.375	0.000	0.650	0.333	0.563	0.750	0.000	0.617	0.500	0.650	0.250	0.000	0.786	0.500	0.750	0.375	0.000	0.775	0.707
Buses	5	7	0	0	12	1	10	4	0	15	5	11	0	0	16	1	10	2	0	13	56
Buses %	55.6	50.0	0.0	0.0	46.2	25.0	37.0	66.7	0.0	40.5	62.5	84.6	0.0	0.0	72.7	25.0	41.7	66.7	0.0	41.9	48.3
Single-Unit Trucks	3	7	3	0	13	3	17	2	0	22	3	2	1	0	6	3	13	1	0	17	58
Single-Unit %	33.3	50.0	100.0	0.0	50.0	75.0	63.0	33.3	0.0	59.5	37.5	15.4	100.0	0.0	27.3	75.0	54.2	33.3	0.0	54.8	50.0
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Articulated %	11.1	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.2	1.7
Buses	5	7	0	0	12	1	10	4	0	15	5	11	0	0	16	1	10	2	0	13	56
Single-Unit Trucks	3	7	3	0	13	3	17	2	0	22	3	2	1	0	6	3	13	1	0	17	58
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Entering Leg	9	14	3	0	26	4	27	6	0	37	8	13	1	0	22	4	24	3	0	31	116
Buses					14					15					12					15	56
Single-Unit Trucks					6					19					12					21	58
Articulated Trucks					0					1					0					1	2
Total Exiting Leg					20					35					24					37	116

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	11	48	8	0	67	22	49	28	0	99	36	178	6	0	220	4	63	6	0	73	459
7:15 AM	18	58	3	0	79	34	81	32	0	147	24	180	1	0	205	1	72	5	0	78	509
7:30 AM	14	70	8	0	92	38	55	41	0	134	29	219	4	0	252	2	60	3	0	65	543
7:45 AM	9	70	9	0	88	30	46	31	0	107	31	239	10	0	280	3	43	8	0	54	529
Total	52	246	28	0	326	124	231	132	0	487	120	816	21	0	957	10	238	22	0	270	2040
8:00 AM	14	64	6	0	84	31	50	40	0	121	41	206	2	0	249	3	38	17	0	58	512
8:15 AM	21	63	12	0	96	28	48	27	0	103	39	208	5	0	252	6	49	14	0	69	520
8:30 AM	16	54	8	0	78	26	50	34	0	110	36	238	3	0	277	3	45	11	0	59	524
8:45 AM	21	54	5	0	80	24	49	21	0	94	31	197	0	0	228	1	51	13	0	65	467
Total	72	235	31	0	338	109	197	122	0	428	147	849	10	0	1006	13	183	55	0	251	2023
Grand Total	124	481	59	0	664	233	428	254	0	915	267	1665	31	0	1963	23	421	77	0	521	4063
Approach %	18.7	72.4	8.9	0.0		25.5	46.8	27.8	0.0		13.6	84.8	1.6	0.0		4.4	80.8	14.8	0.0		
Total %	3.1	11.8	1.5	0.0	16.3	5.7	10.5	6.3	0.0	22.5	6.6	41.0	0.8	0.0	48.3	0.6	10.4	1.9	0.0	12.8	
Exiting Leg Total					1975					747					758					583	4063

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	14	70	8	0	92	38	55	41	0	134	29	219	4	0	252	2	60	3	0	65	543
7:45 AM	9	70	9	0	88	30	46	31	0	107	31	239	10	0	280	3	43	8	0	54	529
8:00 AM	14	64	6	0	84	31	50	40	0	121	41	206	2	0	249	3	38	17	0	58	512
8:15 AM	21	63	12	0	96	28	48	27	0	103	39	208	5	0	252	6	49	14	0	69	520
Total Volume	58	267	35	0	360	127	199	139	0	465	140	872	21	0	1033	14	190	42	0	246	2104
% Approach Total	16.1	74.2	9.7	0.0		27.3	42.8	29.9	0.0		13.6	84.4	2.0	0.0		5.7	77.2	17.1	0.0		
PHF	0.690	0.954	0.729	0.000	0.938	0.836	0.905	0.848	0.000	0.868	0.854	0.912	0.525	0.000	0.922	0.583	0.792	0.618	0.000	0.891	0.969
Entering Leg	58	267	35	0	360	127	199	139	0	465	140	872	21	0	1033	14	190	42	0	246	2104
Exiting Leg					1041					365					420					278	2104
Total					1401					830					1453					524	4208

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Light Goods Vehicle**

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	10	2	0	16	2	7	2	0	11	5	28	0	0	33	0	7	2	0	9	69
7:15 AM	2	14	0	0	16	2	9	1	0	12	2	25	0	0	27	0	2	0	0	2	57
7:30 AM	0	8	0	0	8	2	11	3	0	16	1	23	0	0	24	0	5	2	0	7	55
7:45 AM	2	5	2	0	9	3	2	3	0	8	7	21	1	0	29	0	1	4	0	5	51
Total	8	37	4	0	49	9	29	9	0	47	15	97	1	0	113	0	15	8	0	23	232
8:00 AM	1	8	0	0	9	0	10	6	0	16	2	19	0	0	21	1	17	1	0	19	65
8:15 AM	2	5	0	0	7	4	6	4	0	14	9	19	2	0	30	0	3	1	0	4	55
8:30 AM	2	6	0	0	8	2	18	7	0	27	4	18	0	0	22	1	5	1	0	7	64
8:45 AM	4	10	1	0	15	1	20	5	0	26	2	14	0	0	16	1	11	1	0	13	70
Total	9	29	1	0	39	7	54	22	0	83	17	70	2	0	89	3	36	4	0	43	254
Grand Total	17	66	5	0	88	16	83	31	0	130	32	167	3	0	202	3	51	12	0	66	486
Approach %	19.3	75.0	5.7	0.0		12.3	63.8	23.8	0.0		15.8	82.7	1.5	0.0		4.5	77.3	18.2	0.0		
Total %	3.5	13.6	1.0	0.0	18.1	3.3	17.1	6.4	0.0	26.7	6.6	34.4	0.6	0.0	41.6	0.6	10.5	2.5	0.0	13.6	
Exiting Leg Total					195					88					100					103	486

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	8	0	0	9	0	10	6	0	16	2	19	0	0	21	1	17	1	0	19	65
8:15 AM	2	5	0	0	7	4	6	4	0	14	9	19	2	0	30	0	3	1	0	4	55
8:30 AM	2	6	0	0	8	2	18	7	0	27	4	18	0	0	22	1	5	1	0	7	64
8:45 AM	4	10	1	0	15	1	20	5	0	26	2	14	0	0	16	1	11	1	0	13	70
Total Volume	9	29	1	0	39	7	54	22	0	83	17	70	2	0	89	3	36	4	0	43	254
% Approach Total	23.1	74.4	2.6	0.0		8.4	65.1	26.5	0.0		19.1	78.7	2.2	0.0		7.0	83.7	9.3	0.0		
PHF	0.563	0.725	0.250	0.000	0.650	0.438	0.675	0.786	0.000	0.769	0.472	0.921	0.250	0.000	0.742	0.750	0.529	1.000	0.000	0.566	0.907
Entering Leg	9	29	1	0	39	7	54	22	0	83	17	70	2	0	89	3	36	4	0	43	254
Exiting Leg					81					54					54					65	254
Total					120					137					143					108	508

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	1	0	3	0	1	1	0	2	3	2	0	0	5	0	6	0	0	6	16
7:15 AM	0	2	1	0	3	1	1	1	0	3	2	1	0	0	3	0	6	0	0	6	15
7:30 AM	0	2	0	0	2	0	4	1	0	5	1	1	0	0	2	0	1	0	0	1	10
7:45 AM	0	0	1	0	1	0	2	1	0	3	0	2	0	0	2	0	2	0	0	2	8
Total	1	5	3	0	9	1	8	4	0	13	6	6	0	0	12	0	15	0	0	15	49
8:00 AM	0	1	0	0	1	1	2	0	0	3	2	3	0	0	5	0	2	0	0	2	11
8:15 AM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	2	0	0	2	7
8:30 AM	2	3	0	0	5	0	5	2	0	7	1	3	0	0	4	0	4	1	0	5	21
8:45 AM	3	2	0	0	5	0	3	1	0	4	1	3	0	0	4	1	2	1	0	4	17
Total	5	7	0	0	12	1	10	4	0	15	5	11	0	0	16	1	10	2	0	13	56
Grand Total	6	12	3	0	21	2	18	8	0	28	11	17	0	0	28	1	25	2	0	28	105
Approach %	28.6	57.1	14.3	0.0		7.1	64.3	28.6	0.0		39.3	60.7	0.0	0.0		3.6	89.3	7.1	0.0		
Total %	5.7	11.4	2.9	0.0	20.0	1.9	17.1	7.6	0.0	26.7	10.5	16.2	0.0	0.0	26.7	1.0	23.8	1.9	0.0	26.7	
Exiting Leg Total					21					39					21					24	105

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	1	0	0	1	1	2	0	0	3	2	3	0	0	5	0	2	0	0	2	11
8:15 AM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	2	0	0	2	7
8:30 AM	2	3	0	0	5	0	5	2	0	7	1	3	0	0	4	0	4	1	0	5	21
8:45 AM	3	2	0	0	5	0	3	1	0	4	1	3	0	0	4	1	2	1	0	4	17
Total Volume	5	7	0	0	12	1	10	4	0	15	5	11	0	0	16	1	10	2	0	13	56
% Approach Total	41.7	58.3	0.0	0.0		6.7	66.7	26.7	0.0		31.3	68.8	0.0	0.0		7.7	76.9	15.4	0.0		
PHF	0.417	0.583	0.000	0.000	0.600	0.250	0.500	0.500	0.000	0.536	0.625	0.917	0.000	0.000	0.800	0.250	0.625	0.500	0.000	0.650	0.667
Entering Leg	5	7	0	0	12	1	10	4	0	15	5	11	0	0	16	1	10	2	0	13	56
Exiting Leg					14					15					12					15	56
Total					26					30					28					28	112

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	0	0	2	0	5	1	0	6	2	0	0	0	2	1	7	1	0	9	19
7:15 AM	2	1	1	0	4	0	3	2	0	5	0	2	0	0	2	0	4	0	0	4	15
7:30 AM	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	2	1	0	3	7
7:45 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	3	0	0	4	7
Total	4	2	1	0	7	0	11	3	0	14	3	4	0	0	7	2	16	2	0	20	48
8:00 AM	1	2	0	0	3	2	4	0	0	6	2	0	0	0	2	0	1	0	0	1	12
8:15 AM	1	2	2	0	5	0	2	1	0	3	1	0	1	0	2	1	4	0	0	5	15
8:30 AM	1	3	1	0	5	1	7	0	0	8	0	2	0	0	2	1	4	0	0	5	20
8:45 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	4	1	0	6	11
Total	3	7	3	0	13	3	17	2	0	22	3	2	1	0	6	3	13	1	0	17	58
Grand Total	7	9	4	0	20	3	28	5	0	36	6	6	1	0	13	5	29	3	0	37	106
Approach %	35.0	45.0	20.0	0.0		8.3	77.8	13.9	0.0		46.2	46.2	7.7	0.0		13.5	78.4	8.1	0.0		
Total %	6.6	8.5	3.8	0.0	18.9	2.8	26.4	4.7	0.0	34.0	5.7	5.7	0.9	0.0	12.3	4.7	27.4	2.8	0.0	34.9	
Exiting Leg Total					12					39					19					36	106

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	1	2	0	0	3	2	4	0	0	6	2	0	0	0	2	0	1	0	0	1	12
8:15 AM	1	2	2	0	5	0	2	1	0	3	1	0	1	0	2	1	4	0	0	5	15
8:30 AM	1	3	1	0	5	1	7	0	0	8	0	2	0	0	2	1	4	0	0	5	20
8:45 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	4	1	0	6	11
Total Volume	3	7	3	0	13	3	17	2	0	22	3	2	1	0	6	3	13	1	0	17	58
% Approach Total	23.1	53.8	23.1	0.0		13.6	77.3	9.1	0.0		50.0	33.3	16.7	0.0		17.6	76.5	5.9	0.0		
PHF	0.750	0.583	0.375	0.000	0.650	0.375	0.607	0.500	0.000	0.688	0.375	0.250	0.250	0.000	0.750	0.750	0.813	0.250	0.000	0.708	0.725
Entering Leg	3	7	3	0	13	3	17	2	0	22	3	2	1	0	6	3	13	1	0	17	58
Exiting Leg					6					19					12					21	58
Total					19					41					18					38	116

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Articulated Trucks**

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	6
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	16.7	0.0	0.0	0.0	16.7	0.0	16.7	0.0	0.0	16.7	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	
Exiting Leg Total					2					2					0					2	6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.625
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
Exiting Leg					2					2					0					1	5
Total					3					2					2					3	10

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Old Colony Avenue							Dorchester Street							Old Colony Avenue							Dorchester Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	2
8:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	3	5
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0	4	0	0	1	0	5	9
Grand Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	1	0	4	0	5	0	0	1	0	6	13
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	75.0	0.0	0.0	25.0	0.0		0.0	83.3	0.0	0.0	16.7	0.0		
Total %	0.0	23.1	0.0	0.0	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	7.7	0.0	30.8	0.0	38.5	0.0	0.0	7.7	0.0	46.2	
Exiting Leg Total							3							5							4							1	13

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Old Colony Avenue							Dorchester Street							Old Colony Avenue							Dorchester Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	2
8:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	3	5
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0	4	0	0	1	0	5	9
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	33.3	0.0		0.0	80.0	0.0	0.0	20.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.750	0.000	0.333	0.000	0.000	0.250	0.000	0.417	0.450
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0	4	0	0	1	0	5	9
Exiting Leg							2							4							2							1	9
Total							3							4							5							6	18

PDI File #: **186480 (16) am**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Pedestrians

	Old Colony Avenue							Dorchester Street							Old Colony Avenue							Dorchester Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	47	14	61	0	0	0	0	4	3	7	0	0	0	0	6	4	10	0	0	0	0	1	0	1	79
7:15 AM	0	0	0	0	42	11	53	0	0	0	0	5	4	9	0	0	0	0	6	4	10	0	0	0	0	0	1	1	73
7:30 AM	0	0	0	0	11	19	30	0	0	0	0	2	0	2	0	0	0	0	7	4	11	0	0	0	0	3	0	3	46
7:45 AM	0	0	0	0	5	6	11	0	0	0	0	0	2	2	0	0	0	0	8	4	12	0	0	0	0	1	0	1	26
Total	0	0	0	0	105	50	155	0	0	0	0	11	9	20	0	0	0	0	27	16	43	0	0	0	0	5	1	6	224
8:00 AM	0	0	0	0	7	30	37	0	0	0	0	1	2	3	0	0	0	0	13	1	14	0	0	0	0	4	0	4	58
8:15 AM	0	0	0	0	5	25	30	0	0	0	0	0	4	4	0	0	0	0	9	3	12	0	0	0	0	4	0	4	50
8:30 AM	0	0	0	0	10	20	30	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3	0	3	36
8:45 AM	0	0	0	0	19	9	28	0	0	0	0	0	3	3	0	0	0	0	5	6	11	0	0	0	0	1	0	1	43
Total	0	0	0	0	41	84	125	0	0	0	0	1	9	10	0	0	0	0	29	11	40	0	0	0	0	12	0	12	187
Grand Total	0	0	0	0	146	134	280	0	0	0	0	12	18	30	0	0	0	0	56	27	83	0	0	0	0	17	1	18	411
Approach %	0	0	0	0	52.1	47.9		0	0	0	0	40	60		0	0	0	0	67.5	32.5		0	0	0	0	94.4	5.56		
Total %	0	0	0	0	35.5	32.6	68.1	0	0	0	0	2.92	4.38	7.3	0	0	0	0	13.6	6.57	20.2	0	0	0	0	4.14	0.24	4.38	
Exiting Leg Total							280							30							83							18	411

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Old Colony Avenue							Dorchester Street							Old Colony Avenue							Dorchester Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	47	14	61	0	0	0	0	4	3	7	0	0	0	0	6	4	10	0	0	0	0	1	0	1	79
7:15 AM	0	0	0	0	42	11	53	0	0	0	0	5	4	9	0	0	0	0	6	4	10	0	0	0	0	0	1	1	73
7:30 AM	0	0	0	0	11	19	30	0	0	0	0	2	0	2	0	0	0	0	7	4	11	0	0	0	0	3	0	3	46
7:45 AM	0	0	0	0	5	6	11	0	0	0	0	0	2	2	0	0	0	0	8	4	12	0	0	0	0	1	0	1	26
Total Volume	0	0	0	0	105	50	155	0	0	0	0	11	9	20	0	0	0	0	27	16	43	0	0	0	0	5	1	6	224
% Approach Total	0.0	0.0	0.0	0.0	67.7	32.3		0.0	0.0	0.0	0.0	55.0	45.0		0.0	0.0	0.0	0.0	62.8	37.2		0.0	0.0	0.0	0.0	83.3	16.7		
PHF	0.000	0.000	0.000	0.000	0.559	0.658	0.635	0.000	0.000	0.000	0.000	0.550	0.563	0.556	0.000	0.000	0.000	0.000	0.844	1.000	0.896	0.000	0.000	0.000	0.000	0.417	0.250	0.500	0.709
Entering Leg	0	0	0	0	105	50	155	0	0	0	0	11	9	20	0	0	0	0	27	16	43	0	0	0	0	5	1	6	224
Exiting Leg							155							20							43							6	224
Total							310							40							86							12	448

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	37	170	20	2	229	15	74	49	0	138	37	120	4	0	161	1	52	13	1	67	595
4:15 PM	27	231	13	0	271	10	60	57	0	127	44	166	1	1	212	5	74	10	0	89	699
4:30 PM	26	194	6	0	226	16	75	55	0	146	39	156	6	0	201	1	69	10	0	80	653
4:45 PM	29	182	14	0	225	20	86	41	1	148	46	143	2	0	191	1	63	12	0	76	640
Total	119	777	53	2	951	61	295	202	1	559	166	585	13	1	765	8	258	45	1	312	2587
5:00 PM	27	219	19	0	265	12	62	48	1	123	40	146	3	0	189	7	55	8	0	70	647
5:15 PM	18	170	13	0	201	14	81	62	0	157	29	119	3	0	151	6	65	14	0	85	594
5:30 PM	30	173	16	0	219	13	82	57	1	153	57	171	7	0	235	5	64	11	0	80	687
5:45 PM	28	196	10	0	234	11	72	48	1	132	69	158	4	0	231	4	65	12	0	81	678
Total	103	758	58	0	919	50	297	215	3	565	195	594	17	0	806	22	249	45	0	316	2606
Grand Total	222	1535	111	2	1870	111	592	417	4	1124	361	1179	30	1	1571	30	507	90	1	628	5193
Approach %	11.9	82.1	5.9	0.1		9.9	52.7	37.1	0.4		23.0	75.0	1.9	0.1		4.8	80.7	14.3	0.2		
Total %	4.3	29.6	2.1	0.0	36.0	2.1	11.4	8.0	0.1	21.6	7.0	22.7	0.6	0.0	30.3	0.6	9.8	1.7	0.0	12.1	
Exiting Leg Total					1382					983					1983					845	5193
Cars	214	1512	108	2	1836	110	577	410	4	1101	354	1169	28	1	1552	30	479	90	1	600	5089
% Cars	96.4	98.5	97.3	100.0	98.2	99.1	97.5	98.3	100.0	98.0	98.1	99.2	93.3	100.0	98.8	100.0	94.5	100.0	100.0	95.5	98.0
Exiting Leg Total					1371					945					1953					820	5089
Heavy Vehicles	8	23	3	0	34	1	15	7	0	23	7	10	2	0	19	0	28	0	0	28	104
% Heavy Vehicles	3.6	1.5	2.7	0.0	1.8	0.9	2.5	1.7	0.0	2.0	1.9	0.8	6.7	0.0	1.2	0.0	5.5	0.0	0.0	4.5	2.0
Exiting Leg Total					11					38					30					25	104

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	27	231	13	0	271	10	60	57	0	127	44	166	1	1	212	5	74	10	0	89	699
4:30 PM	26	194	6	0	226	16	75	55	0	146	39	156	6	0	201	1	69	10	0	80	653
4:45 PM	29	182	14	0	225	20	86	41	1	148	46	143	2	0	191	1	63	12	0	76	640
5:00 PM	27	219	19	0	265	12	62	48	1	123	40	146	3	0	189	7	55	8	0	70	647
Total Volume	109	826	52	0	987	58	283	201	2	544	169	611	12	1	793	14	261	40	0	315	2639
% Approach Total	11.0	83.7	5.3	0.0		10.7	52.0	36.9	0.4		21.3	77.0	1.5	0.1		4.4	82.9	12.7	0.0		
PHF	0.940	0.894	0.684	0.000	0.911	0.725	0.823	0.882	0.500	0.919	0.918	0.920	0.500	0.250	0.935	0.500	0.882	0.833	0.000	0.885	0.944
Cars	104	814	49	0	967	57	276	199	2	534	168	604	11	1	784	14	246	40	0	300	2585
Cars %	95.4	98.5	94.2	0.0	98.0	98.3	97.5	99.0	100.0	98.2	99.4	98.9	91.7	100.0	98.9	100.0	94.3	100.0	0.0	95.2	98.0
Heavy Vehicles	5	12	3	0	20	1	7	2	0	10	1	7	1	0	9	0	15	0	0	15	54
Heavy Vehicles %	4.6	1.5	5.8	0.0	2.0	1.7	2.5	1.0	0.0	1.8	0.6	1.1	8.3	0.0	1.1	0.0	5.7	0.0	0.0	4.8	2.0
Cars Enter Leg	104	814	49	0	967	57	276	199	2	534	168	604	11	1	784	14	246	40	0	300	2585
Heavy Enter Leg	5	12	3	0	20	1	7	2	0	10	1	7	1	0	9	0	15	0	0	15	54
Total Entering Leg	109	826	52	0	987	58	283	201	2	544	169	611	12	1	793	14	261	40	0	315	2639
Cars Exiting Leg					701					465					1028					391	2585
Heavy Exiting Leg					8					19					14					13	54
Total Exiting Leg					709					484					1042					404	2639

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	36	167	20	2	225	15	70	47	0	132	34	119	3	0	156	1	50	13	1	65	578
4:15 PM	25	229	12	0	266	10	59	56	0	125	43	162	1	1	207	5	70	10	0	85	683
4:30 PM	24	187	5	0	216	15	73	54	0	142	39	154	6	0	199	1	64	10	0	75	632
4:45 PM	28	180	13	0	221	20	82	41	1	144	46	142	2	0	190	1	58	12	0	71	626
Total	113	763	50	2	928	60	284	198	1	543	162	577	12	1	752	8	242	45	1	296	2519
5:00 PM	27	218	19	0	264	12	62	48	1	123	40	146	2	0	188	7	54	8	0	69	644
5:15 PM	18	166	13	0	197	14	77	61	0	152	29	118	3	0	150	6	61	14	0	81	580
5:30 PM	29	172	16	0	217	13	82	56	1	152	57	170	7	0	234	5	58	11	0	74	677
5:45 PM	27	193	10	0	230	11	72	47	1	131	66	158	4	0	228	4	64	12	0	80	669
Total	101	749	58	0	908	50	293	212	3	558	192	592	16	0	800	22	237	45	0	304	2570
Grand Total	214	1512	108	2	1836	110	577	410	4	1101	354	1169	28	1	1552	30	479	90	1	600	5089
Approach %	11.7	82.4	5.9	0.1		10.0	52.4	37.2	0.4		22.8	75.3	1.8	0.1		5.0	79.8	15.0	0.2		
Total %	4.2	29.7	2.1	0.0	36.1	2.2	11.3	8.1	0.1	21.6	7.0	23.0	0.6	0.0	30.5	0.6	9.4	1.8	0.0	11.8	
Exiting Leg Total					1371					945					1953					820	5089

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	25	229	12	0	266	10	59	56	0	125	43	162	1	1	207	5	70	10	0	85	683
4:30 PM	24	187	5	0	216	15	73	54	0	142	39	154	6	0	199	1	64	10	0	75	632
4:45 PM	28	180	13	0	221	20	82	41	1	144	46	142	2	0	190	1	58	12	0	71	626
5:00 PM	27	218	19	0	264	12	62	48	1	123	40	146	2	0	188	7	54	8	0	69	644
Total Volume	104	814	49	0	967	57	276	199	2	534	168	604	11	1	784	14	246	40	0	300	2585
% Approach Total	10.8	84.2	5.1	0.0		10.7	51.7	37.3	0.4		21.4	77.0	1.4	0.1		4.7	82.0	13.3	0.0		
PHF	0.929	0.889	0.645	0.000	0.909	0.713	0.841	0.888	0.500	0.927	0.913	0.932	0.458	0.250	0.947	0.500	0.879	0.833	0.000	0.882	0.946
Entering Leg	104	814	49	0	967	57	276	199	2	534	168	604	11	1	784	14	246	40	0	300	2585
Exiting Leg					701					465					1028					391	2585
Total					1668					999					1812					691	5170

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	3	0	0	4	0	4	2	0	6	3	1	1	0	5	0	2	0	0	2	17
4:15 PM	2	2	1	0	5	0	1	1	0	2	1	4	0	0	5	0	4	0	0	4	16
4:30 PM	2	7	1	0	10	1	2	1	0	4	0	2	0	0	2	0	5	0	0	5	21
4:45 PM	1	2	1	0	4	0	4	0	0	4	0	1	0	0	1	0	5	0	0	5	14
Total	6	14	3	0	23	1	11	4	0	16	4	8	1	0	13	0	16	0	0	16	68
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
5:15 PM	0	4	0	0	4	0	4	1	0	5	0	1	0	0	1	0	4	0	0	4	14
5:30 PM	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	0	6	0	0	6	10
5:45 PM	1	3	0	0	4	0	0	1	0	1	3	0	0	0	3	0	1	0	0	1	9
Total	2	9	0	0	11	0	4	3	0	7	3	2	1	0	6	0	12	0	0	12	36
Grand Total	8	23	3	0	34	1	15	7	0	23	7	10	2	0	19	0	28	0	0	28	104
Approach %	23.5	67.6	8.8	0.0		4.3	65.2	30.4	0.0		36.8	52.6	10.5	0.0		0.0	100.0	0.0	0.0		
Total %	7.7	22.1	2.9	0.0	32.7	1.0	14.4	6.7	0.0	22.1	6.7	9.6	1.9	0.0	18.3	0.0	26.9	0.0	0.0	26.9	
Exiting Leg Total					11					38					30					25	104
Buses	2	17	1	0	20	1	7	6	0	14	4	9	2	0	15	0	14	0	0	14	63
% Buses	25.0	73.9	33.3	0.0	58.8	100.0	46.7	85.7	0.0	60.9	57.1	90.0	100.0	0.0	78.9	0.0	50.0	0.0	0.0	50.0	60.6
Exiting Leg Total					10					19					23					11	63
Single-Unit Trucks	6	6	2	0	14	0	8	1	0	9	3	1	0	0	4	0	14	0	0	14	41
% Single-Unit	75.0	26.1	66.7	0.0	41.2	0.0	53.3	14.3	0.0	39.1	42.9	10.0	0.0	0.0	21.1	0.0	50.0	0.0	0.0	50.0	39.4
Exiting Leg Total					1					19					7					14	41
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	3	0	0	4	0	4	2	0	6	3	1	1	0	5	0	2	0	0	2	17
4:15 PM	2	2	1	0	5	0	1	1	0	2	1	4	0	0	5	0	4	0	0	4	16
4:30 PM	2	7	1	0	10	1	2	1	0	4	0	2	0	0	2	0	5	0	0	5	21
4:45 PM	1	2	1	0	4	0	4	0	0	4	0	1	0	0	1	0	5	0	0	5	14
Total Volume	6	14	3	0	23	1	11	4	0	16	4	8	1	0	13	0	16	0	0	16	68
% Approach Total	26.1	60.9	13.0	0.0		6.3	68.8	25.0	0.0		30.8	61.5	7.7	0.0		0.0	100.0	0.0	0.0		
PHF	0.750	0.500	0.750	0.000	0.575	0.250	0.688	0.500	0.000	0.667	0.333	0.500	0.250	0.000	0.650	0.000	0.800	0.000	0.000	0.800	0.810
Buses	1	10	1	0	12	1	5	3	0	9	2	7	1	0	10	0	8	0	0	8	39
Buses %	16.7	71.4	33.3	0.0	52.2	100.0	45.5	75.0	0.0	56.3	50.0	87.5	100.0	0.0	76.9	0.0	50.0	0.0	0.0	50.0	57.4
Single-Unit Trucks	5	4	2	0	11	0	6	1	0	7	2	1	0	0	3	0	8	0	0	8	29
Single-Unit %	83.3	28.6	66.7	0.0	47.8	0.0	54.5	25.0	0.0	43.8	50.0	12.5	0.0	0.0	23.1	0.0	50.0	0.0	0.0	50.0	42.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	1	10	1	0	12	1	5	3	0	9	2	7	1	0	10	0	8	0	0	8	39
Single-Unit Trucks	5	4	2	0	11	0	6	1	0	7	2	1	0	0	3	0	8	0	0	8	29
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	6	14	3	0	23	1	11	4	0	16	4	8	1	0	13	0	16	0	0	16	68
Buses					8					11					13					7	39
Single-Unit Trucks					1					12					5					11	29
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					9					23					18					18	68

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars

	Old Colony Avenue from North					Dorchester Street from East					Old Colony Avenue from South					Dorchester Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	34	161	17	2	214	15	66	39	0	120	32	108	2	0	142	1	40	11	1	53	529
4:15 PM	23	223	12	0	258	10	57	48	0	115	41	161	1	1	204	4	64	10	0	78	655
4:30 PM	24	174	4	0	202	13	67	49	0	129	38	147	5	0	190	1	59	9	0	69	590
4:45 PM	25	175	13	0	213	19	78	38	1	136	44	134	1	0	179	1	52	12	0	65	593
Total	106	733	46	2	887	57	268	174	1	500	155	550	9	1	715	7	215	42	1	265	2367
5:00 PM	25	202	19	0	246	11	59	45	1	116	38	143	2	0	183	7	51	5	0	63	608
5:15 PM	18	152	12	0	182	14	74	56	0	144	29	116	3	0	148	6	58	14	0	78	552
5:30 PM	29	154	15	0	198	13	79	52	1	145	54	161	5	0	220	5	55	11	0	71	634
5:45 PM	27	183	10	0	220	11	69	45	1	126	63	153	4	0	220	4	64	10	0	78	644
Total	99	691	56	0	846	49	281	198	3	531	184	573	14	0	771	22	228	40	0	290	2438
Grand Total	205	1424	102	2	1733	106	549	372	4	1031	339	1123	23	1	1486	29	443	82	1	555	4805
Approach %	11.8	82.2	5.9	0.1		10.3	53.2	36.1	0.4		22.8	75.6	1.5	0.1		5.2	79.8	14.8	0.2		
Total %	4.3	29.6	2.1	0.0	36.1	2.2	11.4	7.7	0.1	21.5	7.1	23.4	0.5	0.0	30.9	0.6	9.2	1.7	0.0	11.6	
Exiting Leg Total					1313					888					1826					778	4805

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Old Colony Avenue from North					Dorchester Street from East					Old Colony Avenue from South					Dorchester Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	23	223	12	0	258	10	57	48	0	115	41	161	1	1	204	4	64	10	0	78	655
4:30 PM	24	174	4	0	202	13	67	49	0	129	38	147	5	0	190	1	59	9	0	69	590
4:45 PM	25	175	13	0	213	19	78	38	1	136	44	134	1	0	179	1	52	12	0	65	593
5:00 PM	25	202	19	0	246	11	59	45	1	116	38	143	2	0	183	7	51	5	0	63	608
Total Volume	97	774	48	0	919	53	261	180	2	496	161	585	9	1	756	13	226	36	0	275	2446
% Approach Total	10.6	84.2	5.2	0.0		10.7	52.6	36.3	0.4		21.3	77.4	1.2	0.1		4.7	82.2	13.1	0.0		
PHF	0.970	0.868	0.632	0.000	0.891	0.697	0.837	0.918	0.500	0.912	0.915	0.908	0.450	0.250	0.926	0.464	0.883	0.750	0.000	0.881	0.934
Entering Leg	97	774	48	0	919	53	261	180	2	496	161	585	9	1	756	13	226	36	0	275	2446
Exiting Leg					674					437					968					367	2446
Total					1593					933					1724					642	4892

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Light Goods Vehicle

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	5	3	0	10	0	4	7	0	11	1	11	1	0	13	0	10	2	0	12	46
4:15 PM	2	4	0	0	6	0	1	8	0	9	2	1	0	0	3	1	6	0	0	7	25
4:30 PM	0	13	1	0	14	2	6	5	0	13	1	7	1	0	9	0	5	1	0	6	42
4:45 PM	3	4	0	0	7	1	4	3	0	8	2	8	1	0	11	0	6	0	0	6	32
Total	7	26	4	0	37	3	15	23	0	41	6	27	3	0	36	1	27	3	0	31	145
5:00 PM	2	15	0	0	17	1	3	3	0	7	2	3	0	0	5	0	3	3	0	6	35
5:15 PM	0	13	0	0	13	0	3	4	0	7	0	2	0	0	2	0	3	0	0	3	25
5:30 PM	0	17	1	0	18	0	3	4	0	7	3	9	2	0	14	0	3	0	0	3	42
5:45 PM	0	10	0	0	10	0	2	2	0	4	3	5	0	0	8	0	0	2	0	2	24
Total	2	55	1	0	58	1	11	13	0	25	8	19	2	0	29	0	9	5	0	14	126
Grand Total	9	81	5	0	95	4	26	36	0	66	14	46	5	0	65	1	36	8	0	45	271
Approach %	9.5	85.3	5.3	0.0		6.1	39.4	54.5	0.0		21.5	70.8	7.7	0.0		2.2	80.0	17.8	0.0		
Total %	3.3	29.9	1.8	0.0	35.1	1.5	9.6	13.3	0.0	24.4	5.2	17.0	1.8	0.0	24.0	0.4	13.3	3.0	0.0	16.6	
Exiting Leg Total					58					55					118					40	271

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	2	5	3	0	10	0	4	7	0	11	1	11	1	0	13	0	10	2	0	12	46
4:15 PM	2	4	0	0	6	0	1	8	0	9	2	1	0	0	3	1	6	0	0	7	25
4:30 PM	0	13	1	0	14	2	6	5	0	13	1	7	1	0	9	0	5	1	0	6	42
4:45 PM	3	4	0	0	7	1	4	3	0	8	2	8	1	0	11	0	6	0	0	6	32
Total Volume	7	26	4	0	37	3	15	23	0	41	6	27	3	0	36	1	27	3	0	31	145
% Approach Total	18.9	70.3	10.8	0.0		7.3	36.6	56.1	0.0		16.7	75.0	8.3	0.0		3.2	87.1	9.7	0.0		
PHF	0.583	0.500	0.333	0.000	0.661	0.375	0.625	0.719	0.000	0.788	0.750	0.614	0.750	0.000	0.692	0.250	0.675	0.375	0.000	0.646	0.788
Entering Leg	7	26	4	0	37	3	15	23	0	41	6	27	3	0	36	1	27	3	0	31	145
Exiting Leg					33					37					50					25	145
Total					70					78					86					56	290

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	1	2	0	3	2	1	1	0	4	0	2	0	0	2	11
4:15 PM	1	2	0	0	3	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	10
4:30 PM	0	4	1	0	5	1	1	0	0	2	0	2	0	0	2	0	2	0	0	2	11
4:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	7
Total	1	10	1	0	12	1	5	3	0	9	2	7	1	0	10	0	8	0	0	8	39
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
5:15 PM	0	4	0	0	4	0	2	1	0	3	0	1	0	0	1	0	2	0	0	2	10
5:30 PM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	6
5:45 PM	0	2	0	0	2	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	5
Total	1	7	0	0	8	0	2	3	0	5	2	2	1	0	5	0	6	0	0	6	24
Grand Total	2	17	1	0	20	1	7	6	0	14	4	9	2	0	15	0	14	0	0	14	63
Approach %	10.0	85.0	5.0	0.0		7.1	50.0	42.9	0.0		26.7	60.0	13.3	0.0		0.0	100.0	0.0	0.0		
Total %	3.2	27.0	1.6	0.0	31.7	1.6	11.1	9.5	0.0	22.2	6.3	14.3	3.2	0.0	23.8	0.0	22.2	0.0	0.0	22.2	
Exiting Leg Total					10					19					23					11	63

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	2	0	0	2	0	1	2	0	3	2	1	1	0	4	0	2	0	0	2	11
4:15 PM	1	2	0	0	3	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	10
4:30 PM	0	4	1	0	5	1	1	0	0	2	0	2	0	0	2	0	2	0	0	2	11
4:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	7
Total Volume	1	10	1	0	12	1	5	3	0	9	2	7	1	0	10	0	8	0	0	8	39
% Approach Total	8.3	83.3	8.3	0.0		11.1	55.6	33.3	0.0		20.0	70.0	10.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.625	0.250	0.000	0.600	0.250	0.625	0.375	0.000	0.750	0.250	0.438	0.250	0.000	0.625	0.000	0.667	0.000	0.000	0.667	0.886
Entering Leg	1	10	1	0	12	1	5	3	0	9	2	7	1	0	10	0	8	0	0	8	39
Exiting Leg					8					11					13					7	39
Total					20					20					23					15	78

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class: **Single-Unit Trucks**

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	1	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
4:15 PM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	6
4:30 PM	2	3	0	0	5	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	10
4:45 PM	1	0	1	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
Total	5	4	2	0	11	0	6	1	0	7	2	1	0	0	3	0	8	0	0	8	29
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
5:45 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
Total	1	2	0	0	3	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	12
Grand Total	6	6	2	0	14	0	8	1	0	9	3	1	0	0	4	0	14	0	0	14	41
Approach %	42.9	42.9	14.3	0.0		0.0	88.9	11.1	0.0		75.0	25.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	14.6	14.6	4.9	0.0	34.1	0.0	19.5	2.4	0.0	22.0	7.3	2.4	0.0	0.0	9.8	0.0	34.1	0.0	0.0	34.1	
Exiting Leg Total					1					19					7					14	41

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	1	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
4:15 PM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	6
4:30 PM	2	3	0	0	5	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	10
4:45 PM	1	0	1	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
Total Volume	5	4	2	0	11	0	6	1	0	7	2	1	0	0	3	0	8	0	0	8	29
% Approach Total	45.5	36.4	18.2	0.0		0.0	85.7	14.3	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.625	0.333	0.500	0.000	0.550	0.000	0.500	0.250	0.000	0.583	0.500	0.250	0.000	0.000	0.750	0.000	0.667	0.000	0.000	0.667	0.725
Entering Leg	5	4	2	0	11	0	6	1	0	7	2	1	0	0	3	0	8	0	0	8	29
Exiting Leg					1					12					5					11	29
Total					12					19					8					19	58

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Articulated Trucks

	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Colony Avenue					Dorchester Street					Old Colony Avenue					Dorchester Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Class:

Bicycles (on Roadway and Crosswalks)

	Old Colony Avenue							Dorchester Street							Old Colony Avenue							Dorchester Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Grand Total	0	3	0	0	0	0	3	0	0	1	0	0	0	1	0	2	0	0	0	0	2	0	0	1	0	0	0	1	7
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		
Total %	0.0	42.9	0.0	0.0	0.0	0.0	42.9	0.0	0.0	14.3	0.0	0.0	0.0	14.3	0.0	28.6	0.0	0.0	0.0	0.0	28.6	0.0	0.0	14.3	0.0	0.0	0.0	14.3	
Exiting Leg Total							3							0							4							0	7

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Old Colony Avenue							Dorchester Street							Old Colony Avenue							Dorchester Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	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	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4
Exiting Leg							2							0							2							0	4
Total							3							1							4							0	8

PDI File #: **186480 (16) pm**
Location: **N: Old Colony Avenue S: Old Colony Avenue**
Location: **E: Dorchester Street W: Dorchester Street**
City, State: **Boston, MA**
Client: **VHB/ K. Keen**
Site Code: **14252.00**
Count Date: **Thursday, October 18, 2018**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Old Colony Avenue							Dorchester Street							Old Colony Avenue							Dorchester Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	15	6	21	0	0	0	0	4	1	5	0	0	0	0	22	8	30	0	0	0	0	0	3	3	59
4:15 PM	0	0	0	0	11	20	31	0	0	0	0	2	1	3	0	0	0	0	3	5	8	0	0	0	0	1	0	1	43
4:30 PM	0	0	0	0	16	9	25	0	0	0	0	2	1	3	0	0	0	0	5	16	21	0	0	0	0	2	0	2	51
4:45 PM	0	0	0	0	14	8	22	0	0	0	0	6	2	8	0	0	0	0	4	7	11	0	0	0	0	1	0	1	42
Total	0	0	0	0	56	43	99	0	0	0	0	14	5	19	0	0	0	0	34	36	70	0	0	0	0	4	3	7	195
5:00 PM	0	0	0	0	11	1	12	0	0	0	0	1	2	3	0	0	0	0	0	7	7	0	0	0	0	3	1	4	26
5:15 PM	0	0	0	0	34	14	48	0	0	0	0	2	5	7	0	0	0	0	0	9	9	0	0	0	0	1	2	3	67
5:30 PM	0	0	0	0	20	4	24	0	0	0	0	4	1	5	0	0	0	0	5	5	10	0	0	0	0	1	2	3	42
5:45 PM	0	0	0	0	51	7	58	0	0	0	0	7	0	7	0	0	0	0	6	12	18	0	0	0	0	2	3	5	88
Total	0	0	0	0	116	26	142	0	0	0	0	14	8	22	0	0	0	0	11	33	44	0	0	0	0	7	8	15	223
Grand Total	0	0	0	0	172	69	241	0	0	0	0	28	13	41	0	0	0	0	45	69	114	0	0	0	0	11	11	22	418
Approach %	0	0	0	0	71.4	28.6		0	0	0	0	68.3	31.7		0	0	0	0	39.5	60.5		0	0	0	0	50	50		
Total %	0	0	0	0	41.1	16.5	57.7	0	0	0	0	6.7	3.11	9.81	0	0	0	0	10.8	16.5	27.3	0	0	0	0	2.63	2.63	5.26	
Exiting Leg Total							241							41							114							22	418

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Old Colony Avenue							Dorchester Street							Old Colony Avenue							Dorchester Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	11	1	12	0	0	0	0	1	2	3	0	0	0	0	0	7	7	0	0	0	0	3	1	4	26
5:15 PM	0	0	0	0	34	14	48	0	0	0	0	2	5	7	0	0	0	0	0	9	9	0	0	0	0	1	2	3	67
5:30 PM	0	0	0	0	20	4	24	0	0	0	0	4	1	5	0	0	0	0	5	5	10	0	0	0	0	1	2	3	42
5:45 PM	0	0	0	0	51	7	58	0	0	0	0	7	0	7	0	0	0	0	6	12	18	0	0	0	0	2	3	5	88
Total Volume	0	0	0	0	116	26	142	0	0	0	0	14	8	22	0	0	0	0	11	33	44	0	0	0	0	7	8	15	223
% Approach Total	0.0	0.0	0.0	0.0	81.7	18.3		0.0	0.0	0.0	0.0	63.6	36.4		0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	46.7	53.3		
PHF	0.000	0.000	0.000	0.000	0.569	0.464	0.612	0.000	0.000	0.000	0.000	0.500	0.400	0.786	0.000	0.000	0.000	0.000	0.458	0.688	0.611	0.000	0.000	0.000	0.000	0.583	0.667	0.750	0.634
Entering Leg	0	0	0	0	116	26	142	0	0	0	0	14	8	22	0	0	0	0	11	33	44	0	0	0	0	7	8	15	223
Exiting Leg							142							22							44							15	223
Total							284							44							88							30	446

Massachusetts Highway Department
Statewide Traffic Data Collection
2016 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.21	1.17	1.10	1.04	0.97	0.92	0.90	0.88	0.97	0.93	0.97	1.05	0.88
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.03	1.02	0.99	0.92	0.91	0.91	0.90	0.94	0.93	0.99	1.02	0.97
R4-R7	1.09	1.13	1.06	1.05	0.95	0.90	0.88	0.91	0.95	0.95	1.04	1.07	0.95
U1-Boston	1.03	1.04	0.99	0.96	0.94	0.91	0.93	0.91	0.95	0.93	0.98	0.98	0.93
U1-Essex	1.06	1.08	1.04	1.01	0.95	0.89	0.88	0.86	0.94	0.94	1.01	1.05	0.91
U1-Southeast	1.07	1.12	1.05	1.01	0.95	0.89	0.87	0.86	0.94	0.95	0.99	1.01	0.94
U1-West	0.97	0.97	0.91	0.95	0.92	0.90	0.94	0.92	0.92	0.90	0.93	0.94	0.94
U1-Worcester	1.10	1.14	1.03	1.00	0.94	0.91	0.92	0.90	0.94	0.93	0.97	1.04	0.92
U2	1.02	1.00	0.97	0.96	0.93	0.90	0.93	0.91	0.94	0.93	0.96	0.99	0.95
U3	1.00	1.00	0.96	0.95	0.92	0.89	0.94	0.92	0.94	0.93	0.96	0.97	0.96
U4-U7	1.02	1.03	0.97	0.96	0.92	0.89	0.93	0.92	0.94	0.95	0.98	0.96	0.93
Rec - East	1.18	1.17	1.13	1.05	0.93	0.84	0.79	0.80	0.93	1.00	1.09	1.13	0.99
Rec - West	1.20	1.24	1.29	1.18	1.03	0.85	0.70	0.81	0.92	0.95	1.11	1.15	0.98

Round off:
0-999 = 10
>1000 = 100

U = Urban
R = Rural

1 - Interstate
2 - Freeway and Expressway
3 - Other Principal Arterial
4 - Minor Arterial
5 - Major Collector
6 - Minor Collector
7 - Local Road and Street

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.

2/13/2019

267 Old Colony Avenue

Trip Generation Assessment

HOWARD STEIN HUDSON
11-Mar-2018

XX HARD CODED TO BALANCE

Land Use	Size	Category	Directional Split	Average Trip Rate	Unadjusted Vehicle Trips	Assumed National Vehicle Occupancy Rate[1]	Unadjusted Person-Trips	Transit Share[3]	Transit Person-Trips	Walk/Bike/ Other Share[3]	Walk/ Bike/ Other Trips	Auto Share[3]	Auto Person-Trips	Assumed Local Auto Occupancy Rate[4]	Total Adjusted Auto (Private + Taxi) Trips
Daily Peak Hour															
Multifamily Housing (Mid Rise)[5]	64	Total		5.440	348	1.18	**410**	37%	**152**	12%	**50**	51%	**208**	1.18	**176**
	units	In	50%	2.720	174	1.18	**205**	37%	**76**	12%	**25**	51%	**104**	1.18	**88**
		Out	50%	2.720	174	1.18	**205**	37%	**76**	12%	**25**	51%	**104**	1.18	**88**
Shopping Center[6]	7.901	Total		37.750	298	1.82	**542**	11%	**60**	29%	**158**	60%	**324**	1.82	**178**
	KSF	In	50%	18.875	149	1.82	**271**	11%	**30**	29%	**79**	60%	**162**	1.82	**89**
		Out	50%	18.875	149	1.82	**271**	11%	**30**	29%	**79**	60%	**162**	1.82	**89**
Total		Total			**646**		**952**		**212**		**208**		**532**		**354**
		In			**323**		**476**		**106**		**104**		**266**		**177**
		Out			**323**		**476**		**106**		**104**		**266**		**177**
AM Peak Hour															
Multifamily Housing (Mid Rise)[5]	64	Total		0.360	23	1.18	**27**		**10**		**3**		**14**	1.18	**12**
	units	In	26%	0.094	6	1.18	**7**	37%	**3**	12%	**1**	51%	**3**	1.18	**3**
		Out	74%	0.266	17	1.18	**20**	37%	**7**	12%	**2**	51%	**11**	1.18	**9**
Shopping Center[6]	7.901	Total		0.94	8	1.82	**14**		**2**		**4**		**8**	1.82	**5**
	KSF	In	62%	0.583	5	1.82	**9**	11%	**1**	29%	**3**	60%	**5**	1.82	**3**
		Out	38%	0.357	3	1.82	**5**	11%	**1**	29%	**1**	60%	**3**	1.82	**2**
Total		Total			**31**		**41**		**12**		**7**		**22**		**17**
		In			**11**		**16**		**4**		**4**		**8**		**6**
		Out			**20**		**25**		**8**		**3**		**14**		**11**
PM Peak Hour															
Multifamily Housing (Mid Rise)[5]	64	Total		0.440	28	1.18	**33**		**12**		**4**		**17**	1.18	**14**
	units	In	61%	0.268	17	1.18	**20**	37%	**7**	12%	**2**	51%	**11**	1.18	**9**
		Out	39%	0.172	11	1.18	**13**	37%	**5**	12%	**2**	51%	**6**	1.18	**5**
Shopping Center[6]	7.901	Total		3.81	30	1.82	**54**		**6**		**15**		**33**	1.82	**18**
	KSF	In	48%	1.829	14	1.82	**25**	11%	**3**	29%	**7**	60%	**15**	1.82	**8**
		Out	52%	1.981	16	1.82	**29**	11%	**3**	29%	**8**	60%	**18**	1.82	**10**
Total		Total			**58**		**87**		**18**		**19**		**50**		**32**
		In			**31**		**45**		**10**		**9**		**26**		**17**
		Out			**27**		**42**		**8**		**10**		**24**		**15**

1. 2017 National vehicle occupancy rates - 1.18:home to work; 1.82: family/personal business; 1.82: shopping; 2.1 social/recreational
2. Based on ITE Trip Generation Handbook, 3rd Edition method
3. Residential mode shares based on American Community Survey 2017-5 year estimates Census Tract 608; Retail mode share based on BTD Data for Area 8 - Inner Red Line, Other Trips
4. Local vehicle occupancy rates based on 2017 National vehicle occupancy rates
5. ITE Trip Generation Manual, 10th Edition, LUC 221 (Multifamily Housing Mid-Rise (3-10 floors)), average rate
6. ITE Trip Generation Manual, 10th Edition, LUC 820 (Shopping Center), average rate

Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations																														
Traffic Volume (vph)	76	102	179	15	6	4	30	324	15	5	1	100	131	69	17	12	24	55	63	69	109	113	81	12	1	6	36	105	200	16
Future Volume (vph)	76	102	179	15	6	4	30	324	15	5	1	100	131	69	17	12	24	55	63	69	109	113	81	12	1	6	36	105	200	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0			0		120			0		90			0		180			0		100			0		0	
Storage Lanes		1		0			0		1			0		1			0		1			0		1			0		0	
Taper Length (ft)		25					25					25					25					25					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			0.99					0.99					0.77					0.77					1.00					0.88		
Frt			0.984					0.992					0.959					0.911					0.994					0.911		
Flt Protected		0.950						0.995					0.984					0.992					0.966					0.994		
Satd. Flow (prot)	0	1497	1624	0	0	0	0	3119	0	0	0	0	2325	0	0	0	0	2187	0	0	0	0	2903	0	0	0	0	2471	0	0
Flt Permitted		0.248						0.891					0.757					0.798					0.966					0.994		
Satd. Flow (perm)	0	391	1624	0	0	0	0	2754	0	0	0	0	1659	0	0	0	0	1679	0	0	0	0	2903	0	0	0	0	2471	0	0
Right Turn on Red					No					No					No					No					No					No
Satd. Flow (RTOR)																														
Link Speed (mph)			25					25					25					25					25					25		
Link Distance (ft)			682					898					576					988					628					1255		
Travel Time (s)			18.6					24.5					15.7					26.9					17.1					34.2		
Confl. Peds. (#/hr)					85		85					256		205	90	205	90			256					33					93
Confl. Bikes (#/hr)														28	28															
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.88	0.88	0.88	0.88	0.88	0.85	0.85	0.85	0.85	0.85	0.99	0.99	0.99	0.99	0.99	0.86	0.86	0.86	0.86	0.86	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	16%	3%	1%	20%	0%	25%	7%	1%	0%	80%	0%	11%	12%	7%	0%	8%	0%	9%	2%	16%	8%	4%	9%	8%	100%	0%	14%	5%	4%	0%
Adj. Flow (vph)	84	113	199	17	7	5	34	368	17	6	1	118	154	81	20	12	24	56	64	70	127	131	94	14	1	7	39	114	217	17
Shared Lane Traffic (%)																														
Lane Group Flow (vph)	0	197	223	0	0	0	0	430	0	0	0	0	374	0	0	0	0	226	0	0	0	0	367	0	0	0	0	394	0	0
Turn Type	D.P+P	D.P+P	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Split	NA			Perm	Split	NA		
Protected Phases	5	5	5 6					6					1					1				8	8				7	7		
Permitted Phases	6	6				6	6				1	1				1	1				8					7				
Detector Phase	5	5	5 6			6	6	6			1	1	1			1	1	1			8	8	8			7	7	7		
Switch Phase																														
Minimum Initial (s)	4.0	4.0				8.0	8.0	8.0			11.0	11.0	11.0			11.0	11.0	11.0			8.0	8.0	8.0			8.0	8.0	8.0		
Minimum Split (s)	8.0	8.0				24.0	24.0	24.0			35.0	35.0	35.0			35.0	35.0	35.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (s)	15.0	15.0				30.0	30.0	30.0			35.0	35.0	35.0			35.0	35.0	35.0			40.0	40.0	40.0			30.0	30.0	30.0		
Total Split (%)	10.0%	10.0%				20.0%	20.0%	20.0%			23.3%	23.3%	23.3%			23.3%	23.3%	23.3%			26.7%	26.7%	26.7%			20.0%	20.0%	20.0%		
Maximum Green (s)	11.0	11.0				24.0	24.0	24.0			28.0	28.0	28.0			28.0	28.0	28.0			33.0	33.0	33.0			23.0	23.0	23.0		
Yellow Time (s)	3.0	3.0				3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0		
All-Red Time (s)	1.0	1.0				3.0	3.0	3.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lost Time Adjust (s)		0.0						0.0					0.0					0.0					0.0					0.0		
Total Lost Time (s)		4.0						6.0					7.0					7.0					7.0					7.0		
Lead/Lag	Lead	Lead				Lag	Lag	Lag													Lag	Lag	Lag			Lead	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	Yes													Yes	Yes	Yes			Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0				2.0	2.0	2.0			4.0	4.0	4.0			4.0	4.0	4.0			2.0	2.0	2.0			2.0	2.0	2.0		
Recall Mode	None	None				Ped	Ped	Ped			C-Max	C-Max	C-Max			C-Max	C-Max	C-Max			Ped	Ped	Ped			Ped	Ped	Ped		
Walk Time (s)						7.0	7.0	7.0			13.0	13.0	13.0			13.0	13.0	13.0			7.0	7.0	7.0			7.0	7.0	7.0		
Flash Dont Walk (s)						11.0	11.0	11.0			15.0	15.0	15.0			15.0	15.0	15.0			12.0	12.0	12.0			15.0	15.0	15.0		
Pedestrian Calls (#/hr)						85	85	85			0	0	0			0	0	0			33	33	33			93	93	93		
Act Effct Green (s)		37.0	41.0					24.0					37.3					37.3					23.7					23.0		
Actuated g/C Ratio		0.25	0.27					0.16					0.25					0.25					0.16					0.15		
v/c Ratio		1.11	0.50					0.98					0.91					0.54					1.07dl					1.22dr		
Control Delay		145.5	50.6					99.5					80.8					55.7					74.2					117.7		
Queue Delay		0.0	0.0					0.0					0.0					0.0					0.0					0.0		
Total Delay		145.5	50.6					99.5					80.8					55.7					74.2					117.7		
LOS		F	D					F					F					E					E					F		
Approach Delay			95.1					99.5					80.8					55.7					74.2					117.7		
Approach LOS			F					F					F					E					E					F		
Queue Length 50th (ft)		~184	185					223					187					101					185					~218		
Queue Length 95th (ft)		#315	273					#325					#294					157					222					#330		
Internal Link Dist (ft)			602					818					496					908					548					1175		
Turn Bay Length (ft)																														
Base Capacity (vph)		177	443					440					412					417					638					378		
Starvation Cap Reductn		0	0					0					0					0					0					0		
Spillback Cap Reductn		0	0					0					0					0					0					0		
Storage Cap Reductn		0	0					0					0					0					0					0		
Reduced v/c Ratio		1.11	0.50					0.98					0.91					0.54					0.58					1.04		

Intersection Summary

Area Type: CBD
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green, Master Intersection
Natural Cycle: 125
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 90.1 Intersection LOS: F
Intersection Capacity Utilization 136.7% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations													
Traffic Volume (vph)	58	225	20	157	253	128	24	982	176	41	287	74	
Future Volume (vph)	58	225	20	157	253	128	24	982	176	41	287	74	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor		1.00						1.00			1.00		
Frt		0.990			0.964			0.978			0.973		
Flt Protected		0.990			0.986			0.999			0.995		
Satd. Flow (prot)	0	3017	0	0	2981	0	0	3156	0	0	3045	0	
Flt Permitted		0.709			0.697			0.937			0.544		
Satd. Flow (perm)	0	2161	0	0	2107	0	0	2960	0	0	1665	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		1255			372			515			499		
Travel Time (s)		34.2			10.1			14.0			13.6		
Confl. Bikes (#/hr)			4						2			1	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	6%	15%	1%	6%	2%	4%	0%	2%	7%	2%	5%	
Adj. Flow (vph)	62	239	21	176	284	144	25	1034	185	45	312	80	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	322	0	0	604	0	0	1244	0	0	437	0	
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA		
Protected Phases		4		3	3 4			1			1		2
Permitted Phases	4			4			1			1			
Detector Phase	4	4		3 4	3 4		1	1		1	1		
Switch Phase													
Minimum Initial (s)	6.0	6.0		3.0			15.0	15.0		15.0	15.0		1.0
Minimum Split (s)	11.0	11.0		8.0			21.0	21.0		21.0	21.0		26.0
Total Split (s)	20.0	20.0		9.0			35.0	35.0		35.0	35.0		26.0
Total Split (%)	22.2%	22.2%		10.0%			38.9%	38.9%		38.9%	38.9%		29%
Maximum Green (s)	15.0	15.0		4.0			29.0	29.0		29.0	29.0		22.0
Yellow Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0		2.0
All-Red Time (s)	1.0	1.0		1.0			2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						6.0			6.0		
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0			2.0	2.0		2.0	2.0		3.0
Recall Mode	None	None		None			C-Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													15.0
Pedestrian Calls (#/hr)													224
Act Effct Green (s)		15.0			19.0			29.0			29.0		
Actuated g/C Ratio		0.17			0.21			0.32			0.32		
v/c Ratio		0.89			1.25			1.31			0.82		
Control Delay		65.4			160.4			173.7			42.2		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		65.4			160.4			173.7			42.2		
LOS		E			F			F			D		
Approach Delay		65.4			160.4			173.7			42.2		
Approach LOS		E			F			F			D		
Queue Length 50th (ft)		95			~211			~482			119		
Queue Length 95th (ft)		#174			#328			#612			#201		
Internal Link Dist (ft)		1175			292			435			419		
Turn Bay Length (ft)													
Base Capacity (vph)		360			483			953			536		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.89			1.25			1.31			0.82		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 20 (22%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 135.2		Intersection LOS: F	
Intersection Capacity Utilization 95.1%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Old Colony Avenue & Dorchester Street/Dorchester St



Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations																														
Traffic Volume (vph)	93	148	245	43	9	15	40	264	12	3	3	87	126	54	22	18	20	155	126	73	134	117	98	40	3	9	75	123	155	17
Future Volume (vph)	93	148	245	43	9	15	40	264	12	3	3	87	126	54	22	18	20	155	126	73	134	117	98	40	3	9	75	123	155	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0			0		120			0		90			0		180			0		100			0		0	
Storage Lanes		1		0			0		0			0		1			0		1			0		1			0		0	
Taper Length (ft)		25					25					25					25					25					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			0.98					0.99					0.82					0.81					0.99					0.89		
Frt			0.974					0.993					0.961					0.924					0.984					0.932		
Flt Protected		0.950						0.992					0.985					0.995					0.969					0.989		
Satd. Flow (prot)	0	1599	1624	0	0	0	0	3191	0	0	0	0	2589	0	0	0	0	2440	0	0	0	0	3020	0	0	0	0	2653	0	0
Flt Permitted		0.311						0.723					0.624					0.827					0.969					0.989		
Satd. Flow (perm)	0	523	1624	0	0	0	0	2292	0	0	0	0	1567	0	0	0	0	1963	0	0	0	0	3020	0	0	0	0	2653	0	0
Right Turn on Red					No					No					No					No					No					No
Satd. Flow (RTOR)																														
Link Speed (mph)			25					25					25					25					25					25		
Link Distance (ft)			682					898					576					988					628					1255		
Travel Time (s)			18.6					24.5					15.7					26.9					17.1					34.2		
Confl. Peds. (#/hr)					75		75					219		202	90	202	91			219					19					129
Confl. Bikes (#/hr)				2	2									3	3				12	12									1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	2%	1%	0%	0%	7%	0%	0%	0%	0%	0%	3%	1%	2%	0%	0%	0%	4%	1%	3%	3%	0%	4%	0%	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	112	178	295	52	11	17	47	307	14	3	3	96	138	59	24	20	22	168	137	79	147	129	108	44	3	11	88	145	182	20
Shared Lane Traffic (%)																														
Lane Group Flow (vph)	0	290	358	0	0	0	0	388	0	0	0	0	320	0	0	0	0	426	0	0	0	0	431	0	0	0	0	446	0	0
Turn Type	pm+pt	pm+pt	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Split	NA			Perm	Split	NA		
Protected Phases	5	5	5 6					6					1					1				8	8				7	7		
Permitted Phases	5 6	5 6				6	6				1	1				1	1				8					7				
Detector Phase	5	5	5 6			6	6	6			1	1	1			1	1	1			8	8	8			7	7	7		
Switch Phase																														
Minimum Initial (s)	4.0	4.0				8.0	8.0	8.0			11.0	11.0	11.0			11.0	11.0	11.0			8.0	8.0	8.0			8.0	8.0	8.0		
Minimum Split (s)	8.0	8.0				24.0	24.0	24.0			34.0	34.0	34.0			34.0	34.0	34.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (s)	15.0	15.0				26.0	26.0	26.0			34.0	34.0	34.0			34.0	34.0	34.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (%)	11.5%	11.5%				20.0%	20.0%	20.0%			26.2%	26.2%	26.2%			26.2%	26.2%	26.2%			20.0%	20.0%	20.0%			22.3%	22.3%	22.3%		
Maximum Green (s)	11.0	11.0				20.0	20.0	20.0			27.0	27.0	27.0			27.0	27.0	27.0			19.0	19.0	19.0			22.0	22.0	22.0		
Yellow Time (s)	3.0	3.0				3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0		
All-Red Time (s)	1.0	1.0				3.0	3.0	3.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lost Time Adjust (s)		0.0						0.0					0.0					0.0					0.0					0.0		
Total Lost Time (s)		4.0						6.0					7.0					7.0					7.0					7.0		
Lead/Lag	Lead	Lead				Lag	Lag	Lag													Lag	Lag	Lag			Lead	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	Yes													Yes	Yes	Yes			Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0				2.0	2.0	2.0			4.0	4.0	4.0			4.0	4.0	4.0			2.0	2.0	2.0			2.0	2.0	2.0		
Recall Mode	None	None				Ped	Ped	Ped			C-Max	C-Max	C-Max			C-Max	C-Max	C-Max			Ped	Ped	Ped			Ped	Ped	Ped		
Walk Time (s)						7.0	7.0	7.0			12.0	12.0	12.0			12.0	12.0	12.0			7.0	7.0	7.0			7.0	7.0	7.0		
Flash Dont Walk (s)						11.0	11.0	11.0			15.0	15.0	15.0			15.0	15.0	15.0			12.0	12.0	12.0			15.0	15.0	15.0		
Pedestrian Calls (#/hr)						75	75	75			0	0	0			0	0	0			19	19	19			129	129	129		
Act Effct Green (s)		33.0	37.0					20.0					27.0					27.0					19.0					22.0		
Actuated g/C Ratio		0.25	0.28					0.15					0.21					0.21					0.15					0.17		
v/c Ratio		1.30	0.77					1.10					0.98					1.05					1.19dl					1.00		
Control Delay		199.3	55.5					128.5					97.5					106.8					92.7					95.2		
Queue Delay		0.0	0.0					0.0					0.0					0.0					0.0					0.0		
Total Delay		199.3	55.5					128.5					97.5					106.8					92.7					95.2		
LOS		F	E					F					F					F					F					F		
Approach Delay			119.9					128.5					97.5					106.8					92.7					95.2		
Approach LOS			F					F					F					F					F					F		
Queue Length 50th (ft)		~232	277					~195					142					~204					193					200		
Queue Length 95th (ft)		#359	357					#280					#244					#314					#303					#286		
Internal Link Dist (ft)			602					818					496					908					548					1175		
Turn Bay Length (ft)																														
Base Capacity (vph)		223	462					352					325					407					441					448		
Starvation Cap Reductn		0	0					0					0					0					0					0		
Spillback Cap Reductn		0	0					0					0					0					0					0		
Storage Cap Reductn		0	0					0					0					0					0					0		
Reduced v/c Ratio		1.30	0.77					1.10					0.98					1.05					0.98					1.00		

Intersection Summary

Area Type: CBD
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green, Master Intersection
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 107.8 Intersection LOS: F
Intersection Capacity Utilization 140.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations													
Traffic Volume (vph)	40	261	14	201	283	58	12	611	169	52	826	109	
Future Volume (vph)	40	261	14	201	283	58	12	611	169	52	826	109	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor								1.00			1.00		
Frt		0.993			0.984			0.968			0.983		
Flt Protected		0.994			0.982			0.999			0.997		
Satd. Flow (prot)	0	3129	0	0	3123	0	0	3127	0	0	3159	0	
Flt Permitted		0.805			0.651			0.816			0.703		
Satd. Flow (perm)	0	2534	0	0	2070	0	0	2554	0	0	2227	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		1255			372			515			499		
Travel Time (s)		34.2			10.1			14.0			13.6		
Confl. Bikes (#/hr)									1			2	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.94	0.94	0.94	0.91	0.91	0.91	
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	1%	4%	0%	4%	
Adj. Flow (vph)	45	293	16	218	308	63	13	650	180	57	908	120	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	354	0	0	589	0	0	843	0	0	1085	0	
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA		
Protected Phases		4		3	3 4			1			1		2
Permitted Phases	4			4			1			1			
Detector Phase	4	4		3 4	3 4		1	1		1	1		
Switch Phase													
Minimum Initial (s)	6.0	6.0		3.0			15.0	15.0		15.0	15.0		1.0
Minimum Split (s)	11.0	11.0		8.0			21.0	21.0		21.0	21.0		26.0
Total Split (s)	25.0	25.0		9.0			40.0	40.0		40.0	40.0		26.0
Total Split (%)	25.0%	25.0%		9.0%			40.0%	40.0%		40.0%	40.0%		26%
Maximum Green (s)	20.0	20.0		4.0			34.0	34.0		34.0	34.0		22.0
Yellow Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0		2.0
All-Red Time (s)	1.0	1.0		1.0			2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						6.0			6.0		
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0			2.0	2.0		2.0	2.0		3.0
Recall Mode	None	None		None			C-Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													15.0
Pedestrian Calls (#/hr)													223
Act Effct Green (s)		20.0			24.0			34.0			34.0		
Actuated g/C Ratio		0.20			0.24			0.34			0.34		
v/c Ratio		0.70			1.09			0.97			1.43		
Control Delay		45.6			102.7			57.9			231.3		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		45.6			102.7			57.9			231.3		
LOS		D			F			E			F		
Approach Delay		45.6			102.7			57.9			231.3		
Approach LOS		D			F			E			F		
Queue Length 50th (ft)		111			~193			276			~495		
Queue Length 95th (ft)		160			#334			#409			#625		
Internal Link Dist (ft)		1175			292			435			419		
Turn Bay Length (ft)													
Base Capacity (vph)		506			538			868			757		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.70			1.09			0.97			1.43		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 74 (74%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 131.1 Intersection LOS: F
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Old Colony Avenue & Dorchester Street



Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations																														
Traffic Volume (vph)	90	111	206	16	13	4	33	336	16	5	1	128	154	73	18	12	25	62	73	93	152	123	101	15	1	6	43	124	226	17
Future Volume (vph)	90	111	206	16	13	4	33	336	16	5	1	128	154	73	18	12	25	62	73	93	152	123	101	15	1	6	43	124	226	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0			0		120			0		90			0		180			0		100			0			
Storage Lanes		1		0			0		1			0		1			0		1			0		1			0		0	
Taper Length (ft)		25					25					25					25					25					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			0.99					0.99					0.79					0.77					1.00					0.88		
Frt			0.982					0.992					0.964					0.906					0.994					0.913		
Flt Protected		0.950						0.995					0.983					0.993					0.966					0.994		
Satd. Flow (prot)	0	1493	1620	0	0	0	0	3120	0	0	0	0	2378	0	0	0	0	2138	0	0	0	0	2900	0	0	0	0	2481	0	0
Flt Permitted		0.225						0.879					0.714					0.735					0.966					0.994		
Satd. Flow (perm)	0	354	1620	0	0	0	0	2717	0	0	0	0	1603	0	0	0	0	1529	0	0	0	0	2900	0	0	0	0	2481	0	0
Right Turn on Red					No					No					No					No					No					No
Satd. Flow (RTOR)																														
Link Speed (mph)			25					25					25					25					25					25		
Link Distance (ft)			682					898					576					988					628					1255		
Travel Time (s)			18.6					24.5					15.7					26.9					17.1					34.2		
Confl. Peds. (#/hr)					85		85					256		205	90	205	90			256					33					93
Confl. Bikes (#/hr)														28	28															
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.88	0.88	0.88	0.88	0.88	0.85	0.85	0.85	0.85	0.85	0.99	0.99	0.99	0.99	0.99	0.86	0.86	0.86	0.86	0.86	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	16%	3%	1%	20%	0%	25%	7%	1%	0%	80%	0%	11%	12%	7%	0%	8%	0%	9%	2%	16%	8%	4%	9%	8%	100%	0%	14%	5%	4%	0%
Adj. Flow (vph)	100	123	229	18	14	5	38	382	18	6	1	151	181	86	21	12	25	63	74	94	177	143	117	17	1	7	47	135	246	18
Shared Lane Traffic (%)																														
Lane Group Flow (vph)	0	223	261	0	0	0	0	449	0	0	0	0	440	0	0	0	0	268	0	0	0	0	455	0	0	0	0	453	0	0
Turn Type	D.P+P	D.P+P	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Split	NA			Perm	Split	NA		
Protected Phases	5	5	5 6					6					1					1				8	8				7	7		
Permitted Phases	6	6				6	6				1	1				1	1				8					7				
Detector Phase	5	5	5 6			6	6	6			1	1	1			1	1	1			8	8	8			7	7	7		
Switch Phase																														
Minimum Initial (s)	4.0	4.0				8.0	8.0	8.0			11.0	11.0	11.0			11.0	11.0	11.0			8.0	8.0	8.0			8.0	8.0	8.0		
Minimum Split (s)	8.0	8.0				24.0	24.0	24.0			35.0	35.0	35.0			35.0	35.0	35.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (s)	15.0	15.0				30.0	30.0	30.0			35.0	35.0	35.0			35.0	35.0	35.0			40.0	40.0	40.0			30.0	30.0	30.0		
Total Split (%)	10.0%	10.0%				20.0%	20.0%	20.0%			23.3%	23.3%	23.3%			23.3%	23.3%	23.3%			26.7%	26.7%	26.7%			20.0%	20.0%	20.0%		
Maximum Green (s)	11.0	11.0				24.0	24.0	24.0			28.0	28.0	28.0			28.0	28.0	28.0			33.0	33.0	33.0			23.0	23.0	23.0		
Yellow Time (s)	3.0	3.0				3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0		
All-Red Time (s)	1.0	1.0				3.0	3.0	3.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lost Time Adjust (s)		0.0						0.0					0.0					0.0					0.0					0.0		
Total Lost Time (s)		4.0						6.0					7.0					7.0					7.0					7.0		
Lead/Lag	Lead	Lead				Lag	Lag	Lag													Lag	Lag	Lag			Lead	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	Yes													Yes	Yes	Yes			Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0				2.0	2.0	2.0			4.0	4.0	4.0			4.0	4.0	4.0			2.0	2.0	2.0			2.0	2.0	2.0		
Recall Mode	None	None				Ped	Ped	Ped			C-Max	C-Max	C-Max			C-Max	C-Max	C-Max			Ped	Ped	Ped			Ped	Ped	Ped		
Walk Time (s)						7.0	7.0	7.0			13.0	13.0	13.0			13.0	13.0	13.0			7.0	7.0	7.0			7.0	7.0	7.0		
Flash Dont Walk (s)						11.0	11.0	11.0			15.0	15.0	15.0			15.0	15.0	15.0			12.0	12.0	12.0			15.0	15.0	15.0		
Pedestrian Calls (#/hr)						85	85	85			0	0	0			0	0	0			33	33	33			93	93	93		
Act Effct Green (s)		37.0	41.0					24.0					33.5					33.5					27.5					23.0		
Actuated g/C Ratio		0.25	0.27					0.16					0.22					0.22					0.18					0.15		
v/c Ratio		1.31	0.59					1.03					1.23					0.79					1.15dl					1.37dr		
Control Delay		214.3	53.6					112.4					173.4					72.5					75.0					162.1		
Queue Delay		0.0	0.0					0.0					0.0					0.0					0.0					0.0		
Total Delay		214.3	53.6					112.4					173.4					72.5					75.0					162.1		
LOS		F	D					F					F					E					E					F		
Approach Delay			127.7					112.4					173.4					72.5					75.0					162.1		
Approach LOS			F					F					F					E					E					F		
Queue Length 50th (ft)		~215	223					~247					~281					131					228					~280		
Queue Length 95th (ft)		#389	322					#351					#393					#232					268					#397		
Internal Link Dist (ft)			602					818					496					908					548					1175		
Turn Bay Length (ft)																														
Base Capacity (vph)		170	442					434					357					341					638					380		
Starvation Cap Reductn		0	0					0					0					0					0					0		
Spillback Cap Reductn		0	0					0					0					0					0					0		
Storage Cap Reductn		0	0					0					0					0					0					0		
Reduced v/c Ratio		1.31	0.59					1.03					1.23					0.79					0.71					1.19		

Intersection Summary

Area Type: CBD
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green, Master Intersection
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 123.8 Intersection LOS: F
Intersection Capacity Utilization 139.4% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations													
Traffic Volume (vph)	68	251	21	163	274	137	31	1049	182	50	346	107	
Future Volume (vph)	68	251	21	163	274	137	31	1049	182	50	346	107	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor		1.00						1.00			1.00		
Frt		0.991			0.964			0.978			0.968		
Flt Protected		0.990			0.986			0.999			0.995		
Satd. Flow (prot)	0	3022	0	0	2966	0	0	3156	0	0	3014	0	
Flt Permitted		0.670			0.667			0.925			0.519		
Satd. Flow (perm)	0	2045	0	0	2007	0	0	2922	0	0	1572	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		1255			372			515			499		
Travel Time (s)		34.2			10.1			14.0			13.6		
Confl. Bikes (#/hr)			4						2			1	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	6%	15%	1%	7%	2%	4%	0%	2%	7%	2%	7%	
Adj. Flow (vph)	72	267	22	183	308	154	33	1104	192	54	376	116	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	361	0	0	645	0	0	1329	0	0	546	0	
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA		
Protected Phases		4		3	3 4			1			1		2
Permitted Phases	4			4			1			1			
Detector Phase	4	4		3 4	3 4		1	1		1	1		
Switch Phase													
Minimum Initial (s)	6.0	6.0		3.0			15.0	15.0		15.0	15.0		1.0
Minimum Split (s)	11.0	11.0		8.0			21.0	21.0		21.0	21.0		26.0
Total Split (s)	20.0	20.0		9.0			35.0	35.0		35.0	35.0		26.0
Total Split (%)	22.2%	22.2%		10.0%			38.9%	38.9%		38.9%	38.9%		29%
Maximum Green (s)	15.0	15.0		4.0			29.0	29.0		29.0	29.0		22.0
Yellow Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0		2.0
All-Red Time (s)	1.0	1.0		1.0			2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						6.0			6.0		
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0			2.0	2.0		2.0	2.0		3.0
Recall Mode	None	None		None			C-Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													15.0
Pedestrian Calls (#/hr)													224
Act Effct Green (s)		15.0			19.0			29.0			29.0		
Actuated g/C Ratio		0.17			0.21			0.32			0.32		
v/c Ratio		1.06			1.38			1.41			1.08		
Control Delay		104.2			215.3			219.6			94.5		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		104.2			215.3			219.6			94.5		
LOS		F			F			F			F		
Approach Delay		104.2			215.3			219.6			94.5		
Approach LOS		F			F			F			F		
Queue Length 50th (ft)		~120			~250			~540			~184		
Queue Length 95th (ft)		#209			#362			#670			#287		
Internal Link Dist (ft)		1175			292			435			419		
Turn Bay Length (ft)													
Base Capacity (vph)		340			466			941			506		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		1.06			1.38			1.41			1.08		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 20 (22%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay: 180.5		Intersection LOS: F	
Intersection Capacity Utilization 103.2%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Old Colony Avenue & Dorchester Street/Dorchester St



Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations																														
Traffic Volume (vph)	127	170	310	45	24	16	48	273	12	3	3	114	153	60	23	19	21	166	145	93	186	133	111	54	3	9	84	158	177	18
Future Volume (vph)	127	170	310	45	24	16	48	273	12	3	3	114	153	60	23	19	21	166	145	93	186	133	111	54	3	9	84	158	177	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0			0		120			0		90			0		180			0		100			0		0	
Storage Lanes		1		0			0		0			0		1			0		1			0		1			0		0	
Taper Length (ft)		25					25					25					25					25					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			0.98					0.99					0.83					0.81					0.99					0.90		
Frt			0.973					0.994					0.965					0.920					0.983					0.935		
Flt Protected		0.950						0.991					0.984					0.995					0.968					0.990		
Satd. Flow (prot)	0	1599	1621	0	0	0	0	3190	0	0	0	0	2637	0	0	0	0	2402	0	0	0	0	3012	0	0	0	0	2675	0	0
Flt Permitted		0.283						0.548					0.584					0.774					0.968					0.990		
Satd. Flow (perm)	0	476	1621	0	0	0	0	1746	0	0	0	0	1499	0	0	0	0	1821	0	0	0	0	3012	0	0	0	0	2675	0	0
Right Turn on Red					No					No					No					No					No					No
Satd. Flow (RTOR)																														
Link Speed (mph)			25					25					25					25					25					25		
Link Distance (ft)			682					898					576					988					628					1255		
Travel Time (s)			18.6					24.5					15.7					26.9					17.1					34.2		
Confl. Peds. (#/hr)					75		75					219		202	90	202	91			219					19					129
Confl. Bikes (#/hr)				2	2									3	3				12	12									1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	2%	1%	0%	0%	7%	0%	0%	0%	0%	0%	3%	1%	2%	0%	0%	0%	4%	1%	3%	3%	0%	4%	0%	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	153	205	373	54	29	19	56	317	14	3	3	125	168	66	25	21	23	180	158	101	204	146	122	59	3	11	99	186	208	21
Shared Lane Traffic (%)																														
Lane Group Flow (vph)	0	358	456	0	0	0	0	409	0	0	0	0	387	0	0	0	0	483	0	0	0	0	534	0	0	0	0	525	0	0
Turn Type	pm+pt	pm+pt	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Split	NA			Perm	Split	NA		
Protected Phases	5	5	5 6					6					1					1				8	8				7	7		
Permitted Phases	5 6	5 6				6	6				1	1				1	1				8					7				
Detector Phase	5	5	5 6			6	6	6			1	1	1			1	1	1			8	8	8			7	7	7		
Switch Phase																														
Minimum Initial (s)	4.0	4.0				8.0	8.0	8.0			11.0	11.0	11.0			11.0	11.0	11.0			8.0	8.0	8.0			8.0	8.0	8.0		
Minimum Split (s)	8.0	8.0				24.0	24.0	24.0			34.0	34.0	34.0			34.0	34.0	34.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (s)	15.0	15.0				26.0	26.0	26.0			34.0	34.0	34.0			34.0	34.0	34.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (%)	11.5%	11.5%				20.0%	20.0%	20.0%			26.2%	26.2%	26.2%			26.2%	26.2%	26.2%			20.0%	20.0%	20.0%			22.3%	22.3%	22.3%		
Maximum Green (s)	11.0	11.0				20.0	20.0	20.0			27.0	27.0	27.0			27.0	27.0	27.0			19.0	19.0	19.0			22.0	22.0	22.0		
Yellow Time (s)	3.0	3.0				3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0		
All-Red Time (s)	1.0	1.0				3.0	3.0	3.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lost Time Adjust (s)		0.0						0.0					0.0					0.0					0.0					0.0		
Total Lost Time (s)		4.0						6.0					7.0					7.0					7.0					7.0		
Lead/Lag	Lead	Lead				Lag	Lag	Lag													Lag	Lag	Lag			Lead	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	Yes													Yes	Yes	Yes			Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0				2.0	2.0	2.0			4.0	4.0	4.0			4.0	4.0	4.0			2.0	2.0	2.0			2.0	2.0	2.0		
Recall Mode	None	None				Ped	Ped	Ped			C-Max	C-Max	C-Max			C-Max	C-Max	C-Max			Ped	Ped	Ped			Ped	Ped	Ped		
Walk Time (s)						7.0	7.0	7.0			12.0	12.0	12.0			12.0	12.0	12.0			7.0	7.0	7.0			7.0	7.0	7.0		
Flash Dont Walk (s)						11.0	11.0	11.0			15.0	15.0	15.0			15.0	15.0	15.0			12.0	12.0	12.0			15.0	15.0	15.0		
Pedestrian Calls (#/hr)						75	75	75			0	0	0			0	0	0			19	19	19			129	129	129		
Act Effct Green (s)		33.0	37.0					20.0					27.0					27.0					19.0					22.0		
Actuated g/C Ratio		0.25	0.28					0.15					0.21					0.21					0.15					0.17		
v/c Ratio		1.67	0.99					1.53					1.49dl					1.28					1.52dl					1.16		
Control Delay		348.2	85.7					292.0					176.8					185.7					161.8					141.8		
Queue Delay		0.0	0.0					0.0					0.0					0.0					0.0					0.0		
Total Delay		348.2	85.7					292.0					176.8					185.7					161.8					141.8		
LOS		F	F					F					F					F					F					F		
Approach Delay			201.2					292.0					176.8					185.7					161.8					141.8		
Approach LOS			F					F					F					F					F					F		
Queue Length 50th (ft)		~364	384					~253					~213					~271					~289					~275		
Queue Length 95th (ft)		#495	#528					#338					#318					#384					#406					#357		
Internal Link Dist (ft)			602					818					496					908					548					1175		
Turn Bay Length (ft)																														
Base Capacity (vph)		215	461					268					311					378					440					452		
Starvation Cap Reductn		0	0					0					0					0					0					0		
Spillback Cap Reductn		0	0					0					0					0					0					0		
Storage Cap Reductn		0	0					0					0					0					0					0		
Reduced v/c Ratio		1.67	0.99					1.53					1.24					1.28					1.21					1.16		

Intersection Summary

Area Type: CBD
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green, Master Intersection
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.67
Intersection Signal Delay: 191.0 Intersection LOS: F
Intersection Capacity Utilization 145.7% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations													
Traffic Volume (vph)	57	289	14	208	327	67	24	689	175	74	932	131	
Future Volume (vph)	57	289	14	208	327	67	24	689	175	74	932	131	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor								1.00			1.00		
Frt		0.994			0.983			0.970			0.983		
Flt Protected		0.992			0.983			0.999			0.997		
Satd. Flow (prot)	0	3128	0	0	3123	0	0	3134	0	0	3157	0	
Flt Permitted		0.682			0.624			0.637			0.589		
Satd. Flow (perm)	0	2151	0	0	1982	0	0	1999	0	0	1865	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		1255			372			515			499		
Travel Time (s)		34.2			10.1			14.0			13.6		
Confl. Bikes (#/hr)									1			2	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.94	0.94	0.94	0.91	0.91	0.91	
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	1%	4%	0%	4%	
Adj. Flow (vph)	64	325	16	226	355	73	26	733	186	81	1024	144	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	405	0	0	654	0	0	945	0	0	1249	0	
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA		
Protected Phases		4		3	3 4			1			1		2
Permitted Phases	4			4			1			1			
Detector Phase	4	4		3 4	3 4		1	1		1	1		
Switch Phase													
Minimum Initial (s)	6.0	6.0		3.0			15.0	15.0		15.0	15.0		1.0
Minimum Split (s)	11.0	11.0		8.0			21.0	21.0		21.0	21.0		26.0
Total Split (s)	25.0	25.0		9.0			40.0	40.0		40.0	40.0		26.0
Total Split (%)	25.0%	25.0%		9.0%			40.0%	40.0%		40.0%	40.0%		26%
Maximum Green (s)	20.0	20.0		4.0			34.0	34.0		34.0	34.0		22.0
Yellow Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0		2.0
All-Red Time (s)	1.0	1.0		1.0			2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						6.0			6.0		
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0			2.0	2.0		2.0	2.0		3.0
Recall Mode	None	None		None			C-Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													15.0
Pedestrian Calls (#/hr)													223
Act Effct Green (s)		20.0			24.0			34.0			34.0		
Actuated g/C Ratio		0.20			0.24			0.34			0.34		
v/c Ratio		0.94			1.26			1.39			1.97		
Control Delay		71.7			162.6			214.4			465.7		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		71.7			162.6			214.4			465.7		
LOS		E			F			F			F		
Approach Delay		71.7			162.6			214.4			465.7		
Approach LOS		E			F			F			F		
Queue Length 50th (ft)		134			~252			~424			~654		
Queue Length 95th (ft)		#226			#389			#550			#786		
Internal Link Dist (ft)		1175			292			435			419		
Turn Bay Length (ft)													
Base Capacity (vph)		430			521			679			634		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.94			1.26			1.39			1.97		

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 74 (74%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.97
Intersection Signal Delay: 282.7 Intersection LOS: F
Intersection Capacity Utilization 112.5% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Old Colony Avenue & Dorchester Street



Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations																														
Traffic Volume (vph)	90	112	206	16	13	5	34	338	16	5	1	128	154	73	18	12	25	62	73	93	152	123	102	15	1	6	43	124	226	17
Future Volume (vph)	90	112	206	16	13	5	34	338	16	5	1	128	154	73	18	12	25	62	73	93	152	123	102	15	1	6	43	124	226	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0			0		120			0		90			0		180			0		100			0			
Storage Lanes		1		0			0		1			0		1			0		1			0		1			0		0	
Taper Length (ft)		25					25					25					25					25					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			0.99					0.99					0.79					0.77					1.00					0.88		
Frt			0.982					0.992					0.964					0.906					0.994					0.913		
Flt Protected		0.950						0.995					0.983					0.993					0.966					0.994		
Satd. Flow (prot)	0	1493	1620	0	0	0	0	3118	0	0	0	0	2378	0	0	0	0	2138	0	0	0	0	2900	0	0	0	0	2481	0	0
Flt Permitted		0.220						0.875					0.714					0.734					0.966					0.994		
Satd. Flow (perm)	0	346	1620	0	0	0	0	2702	0	0	0	0	1603	0	0	0	0	1527	0	0	0	0	2900	0	0	0	0	2481	0	0
Right Turn on Red					No					No					No					No					No					No
Satd. Flow (RTOR)																														
Link Speed (mph)			25					25					25					25					25					25		
Link Distance (ft)			682					898					576					988					628					1255		
Travel Time (s)			18.6					24.5					15.7					26.9					17.1					34.2		
Confl. Peds. (#/hr)					85		85					256		205	90	205	90			256					33					93
Confl. Bikes (#/hr)														28	28															
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.88	0.88	0.88	0.88	0.88	0.85	0.85	0.85	0.85	0.85	0.99	0.99	0.99	0.99	0.99	0.86	0.86	0.86	0.86	0.86	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	16%	3%	1%	20%	0%	25%	7%	1%	0%	80%	0%	11%	12%	7%	0%	8%	0%	9%	2%	16%	8%	4%	9%	8%	100%	0%	14%	5%	4%	0%
Adj. Flow (vph)	100	124	229	18	14	6	39	384	18	6	1	151	181	86	21	12	25	63	74	94	177	143	119	17	1	7	47	135	246	18
Shared Lane Traffic (%)																														
Lane Group Flow (vph)	0	224	261	0	0	0	0	453	0	0	0	0	440	0	0	0	0	268	0	0	0	0	457	0	0	0	0	453	0	0
Turn Type	D.P+P	D.P+P	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Split	NA			Perm	Split	NA		
Protected Phases	5	5	5 6					6					1					1				8	8				7	7		
Permitted Phases	6	6				6	6				1	1				1	1				8					7				
Detector Phase	5	5	5 6			6	6	6			1	1	1			1	1	1			8	8	8			7	7	7		
Switch Phase																														
Minimum Initial (s)	4.0	4.0				8.0	8.0	8.0			11.0	11.0	11.0			11.0	11.0	11.0			8.0	8.0	8.0			8.0	8.0	8.0		
Minimum Split (s)	8.0	8.0				24.0	24.0	24.0			35.0	35.0	35.0			35.0	35.0	35.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (s)	15.0	15.0				30.0	30.0	30.0			35.0	35.0	35.0			35.0	35.0	35.0			40.0	40.0	40.0			30.0	30.0	30.0		
Total Split (%)	10.0%	10.0%				20.0%	20.0%	20.0%			23.3%	23.3%	23.3%			23.3%	23.3%	23.3%			26.7%	26.7%	26.7%			20.0%	20.0%	20.0%		
Maximum Green (s)	11.0	11.0				24.0	24.0	24.0			28.0	28.0	28.0			28.0	28.0	28.0			33.0	33.0	33.0			23.0	23.0	23.0		
Yellow Time (s)	3.0	3.0				3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0		
All-Red Time (s)	1.0	1.0				3.0	3.0	3.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lost Time Adjust (s)		0.0						0.0					0.0					0.0					0.0					0.0		
Total Lost Time (s)		4.0						6.0					7.0					7.0					7.0					7.0		
Lead/Lag	Lead	Lead				Lag	Lag	Lag													Lag	Lag	Lag			Lead	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	Yes													Yes	Yes	Yes			Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0				2.0	2.0	2.0			4.0	4.0	4.0			4.0	4.0	4.0			2.0	2.0	2.0			2.0	2.0	2.0		
Recall Mode	None	None				Ped	Ped	Ped			C-Max	C-Max	C-Max			C-Max	C-Max	C-Max			Ped	Ped	Ped			Ped	Ped	Ped		
Walk Time (s)						7.0	7.0	7.0			13.0	13.0	13.0			13.0	13.0	13.0			7.0	7.0	7.0			7.0	7.0	7.0		
Flash Dont Walk (s)						11.0	11.0	11.0			15.0	15.0	15.0			15.0	15.0	15.0			12.0	12.0	12.0			15.0	15.0	15.0		
Pedestrian Calls (#/hr)						85	85	85			0	0	0			0	0	0			33	33	33			93	93	93		
Act Effct Green (s)		37.0	41.0					24.0					33.4					33.4					27.6					23.0		
Actuated g/C Ratio		0.25	0.27					0.16					0.22					0.22					0.18					0.15		
v/c Ratio		1.33	0.59					1.05					1.24					0.79					1.14dl					1.37dr		
Control Delay		219.5	53.6					115.8					174.5					72.7					75.1					162.1		
Queue Delay		0.0	0.0					0.0					0.0					0.0					0.0					0.0		
Total Delay		219.5	53.6					115.8					174.5					72.7					75.1					162.1		
LOS		F	D					F					F					E					E					F		
Approach Delay			130.3					115.8					174.5					72.7					75.1					162.1		
Approach LOS			F					F					F					E					E					F		
Queue Length 50th (ft)		~220	223					~252					~281					132					230					~280		
Queue Length 95th (ft)		#396	322					#356					#393					#232					270					#397		
Internal Link Dist (ft)			602					818					496					908					548					1175		
Turn Bay Length (ft)																														
Base Capacity (vph)		169	442					432					356					340					638					380		
Starvation Cap Reductn		0	0					0					0					0					0					0		
Spillback Cap Reductn		0	0					0					0					0					0					0		
Storage Cap Reductn		0	0					0					0					0					0					0		
Reduced v/c Ratio		1.33	0.59					1.05					1.24					0.79					0.72					1.19		

Intersection Summary

Area Type: CBD
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green, Master Intersection
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 125.1 Intersection LOS: F
Intersection Capacity Utilization 139.6% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations													
Traffic Volume (vph)	72	252	27	163	274	137	31	1049	182	50	348	109	
Future Volume (vph)	72	252	27	163	274	137	31	1049	182	50	348	109	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor		1.00						1.00			1.00		
Frt		0.988			0.964			0.978			0.968		
Flt Protected		0.990			0.986			0.999			0.995		
Satd. Flow (prot)	0	3009	0	0	2980	0	0	3156	0	0	3013	0	
Flt Permitted		0.667			0.657			0.925			0.519		
Satd. Flow (perm)	0	2027	0	0	1986	0	0	2922	0	0	1572	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		1255			372			515			499		
Travel Time (s)		34.2			10.1			14.0			13.6		
Confl. Bikes (#/hr)			4						2			1	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	6%	15%	1%	6%	2%	4%	0%	2%	7%	2%	7%	
Adj. Flow (vph)	77	268	29	183	308	154	33	1104	192	54	378	118	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	374	0	0	645	0	0	1329	0	0	550	0	
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA		
Protected Phases		4		3	3 4			1			1		2
Permitted Phases	4			4			1			1			
Detector Phase	4	4		3 4	3 4		1	1		1	1		
Switch Phase													
Minimum Initial (s)	6.0	6.0		3.0			15.0	15.0		15.0	15.0		1.0
Minimum Split (s)	11.0	11.0		8.0			21.0	21.0		21.0	21.0		26.0
Total Split (s)	20.0	20.0		9.0			35.0	35.0		35.0	35.0		26.0
Total Split (%)	22.2%	22.2%		10.0%			38.9%	38.9%		38.9%	38.9%		29%
Maximum Green (s)	15.0	15.0		4.0			29.0	29.0		29.0	29.0		22.0
Yellow Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0		2.0
All-Red Time (s)	1.0	1.0		1.0			2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						6.0			6.0		
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0			2.0	2.0		2.0	2.0		3.0
Recall Mode	None	None		None			C-Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													15.0
Pedestrian Calls (#/hr)													224
Act Effct Green (s)		15.0			19.0			29.0			29.0		
Actuated g/C Ratio		0.17			0.21			0.32			0.32		
v/c Ratio		1.11			1.39			1.41			1.09		
Control Delay		119.0			219.1			219.6			97.0		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		119.0			219.1			219.6			97.0		
LOS		F			F			F			F		
Approach Delay		119.0			219.1			219.6			97.0		
Approach LOS		F			F			F			F		
Queue Length 50th (ft)		~128			~251			~540			~186		
Queue Length 95th (ft)		#219			#363			#670			#290		
Internal Link Dist (ft)		1175			292			435			419		
Turn Bay Length (ft)													
Base Capacity (vph)		337			463			941			506		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		1.11			1.39			1.41			1.09		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 20 (22%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay: 183.2		Intersection LOS: F	
Intersection Capacity Utilization 103.7%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Old Colony Avenue & Dorchester Street/Dorchester St



Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations																														
Traffic Volume (vph)	127	174	310	45	24	17	49	276	12	3	3	114	153	61	23	19	21	166	145	93	186	133	113	54	3	9	84	158	177	18
Future Volume (vph)	127	174	310	45	24	17	49	276	12	3	3	114	153	61	23	19	21	166	145	93	186	133	113	54	3	9	84	158	177	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0			0		120			0		90			0		180			0		100			0		0	
Storage Lanes		1		0			0		0			0		1			0		1			0		1			0		0	
Taper Length (ft)		25					25					25					25					25					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			0.98					0.99					0.83					0.81					0.99					0.90		
Frt			0.973					0.994					0.964					0.920					0.983					0.935		
Flt Protected		0.950						0.991					0.984					0.995					0.968					0.990		
Satd. Flow (prot)	0	1599	1621	0	0	0	0	3190	0	0	0	0	2631	0	0	0	0	2402	0	0	0	0	3011	0	0	0	0	2675	0	0
Flt Permitted		0.275						0.547					0.584					0.773					0.968					0.990		
Satd. Flow (perm)	0	463	1621	0	0	0	0	1743	0	0	0	0	1496	0	0	0	0	1819	0	0	0	0	3011	0	0	0	0	2675	0	0
Right Turn on Red					No					No					No					No					No					No
Satd. Flow (RTOR)																														
Link Speed (mph)			25					25					25					25					25					25		
Link Distance (ft)			682					898					576					988					628					1255		
Travel Time (s)			18.6					24.5					15.7					26.9					17.1					34.2		
Confl. Peds. (#/hr)					75		75					219		202	90	202	91			219					19					129
Confl. Bikes (#/hr)				2	2									3	3				12	12									1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	2%	1%	0%	0%	7%	0%	0%	0%	0%	0%	3%	1%	2%	0%	0%	0%	4%	1%	3%	3%	0%	4%	0%	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	153	210	373	54	29	20	57	321	14	3	3	125	168	67	25	21	23	180	158	101	204	146	124	59	3	11	99	186	208	21
Shared Lane Traffic (%)																														
Lane Group Flow (vph)	0	363	456	0	0	0	0	415	0	0	0	0	388	0	0	0	0	483	0	0	0	0	536	0	0	0	0	525	0	0
Turn Type	pm+pt	pm+pt	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Perm	NA			Perm	Split	NA			Perm	Split	NA		
Protected Phases	5	5	5 6					6					1					1				8	8				7	7		
Permitted Phases	5 6	5 6				6	6				1	1				1	1				8					7				
Detector Phase	5	5	5 6			6	6	6			1	1	1			1	1	1			8	8	8			7	7	7		
Switch Phase																														
Minimum Initial (s)	4.0	4.0				8.0	8.0	8.0			11.0	11.0	11.0			11.0	11.0	11.0			8.0	8.0	8.0			8.0	8.0	8.0		
Minimum Split (s)	8.0	8.0				24.0	24.0	24.0			34.0	34.0	34.0			34.0	34.0	34.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (s)	15.0	15.0				26.0	26.0	26.0			34.0	34.0	34.0			34.0	34.0	34.0			26.0	26.0	26.0			29.0	29.0	29.0		
Total Split (%)	11.5%	11.5%				20.0%	20.0%	20.0%			26.2%	26.2%	26.2%			26.2%	26.2%	26.2%			20.0%	20.0%	20.0%			22.3%	22.3%	22.3%		
Maximum Green (s)	11.0	11.0				20.0	20.0	20.0			27.0	27.0	27.0			27.0	27.0	27.0			19.0	19.0	19.0			22.0	22.0	22.0		
Yellow Time (s)	3.0	3.0				3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0			3.0	3.0	3.0		
All-Red Time (s)	1.0	1.0				3.0	3.0	3.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lost Time Adjust (s)		0.0						0.0					0.0					0.0					0.0					0.0		
Total Lost Time (s)		4.0						6.0					7.0					7.0					7.0					7.0		
Lead/Lag	Lead	Lead				Lag	Lag	Lag													Lag	Lag	Lag			Lead	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	Yes													Yes	Yes	Yes			Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0				2.0	2.0	2.0			4.0	4.0	4.0			4.0	4.0	4.0			2.0	2.0	2.0			2.0	2.0	2.0		
Recall Mode	None	None				Ped	Ped	Ped			C-Max	C-Max	C-Max			C-Max	C-Max	C-Max			Ped	Ped	Ped			Ped	Ped	Ped		
Walk Time (s)						7.0	7.0	7.0			12.0	12.0	12.0			12.0	12.0	12.0			7.0	7.0	7.0			7.0	7.0	7.0		
Flash Dont Walk (s)						11.0	11.0	11.0			15.0	15.0	15.0			15.0	15.0	15.0			12.0	12.0	12.0			15.0	15.0	15.0		
Pedestrian Calls (#/hr)						75	75	75			0	0	0			0	0	0			19	19	19			129	129	129		
Act Effct Green (s)		33.0	37.0					20.0					27.0					27.0					19.0					22.0		
Actuated g/C Ratio		0.25	0.28					0.15					0.21					0.21					0.15					0.17		
v/c Ratio		1.70	0.99					1.55					1.49dl					1.28					1.52dl					1.16		
Control Delay		364.8	85.7					301.2					179.5					187.0					163.4					141.8		
Queue Delay		0.0	0.0					0.0					0.0					0.0					0.0					0.0		
Total Delay		364.8	85.7					301.2					179.5					187.0					163.4					141.8		
LOS		F	F					F					F					F					F					F		
Approach Delay			209.4					301.2					179.5					187.0					163.4					141.8		
Approach LOS			F					F					F					F					F					F		
Queue Length 50th (ft)		~377	384					~258					~214					~271					~291					~275		
Queue Length 95th (ft)		#507	#528					#344					#320					#384					#407					#357		
Internal Link Dist (ft)			602					818					496					908					548					1175		
Turn Bay Length (ft)																														
Base Capacity (vph)		213	461					268					310					377					440					452		
Starvation Cap Reductn		0	0					0					0					0					0					0		
Spillback Cap Reductn		0	0					0					0					0					0					0		
Storage Cap Reductn		0	0					0					0					0					0					0		
Reduced v/c Ratio		1.70	0.99					1.55					1.25					1.28					1.22					1.16		

Intersection Summary

Area Type: CBD
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green, Master Intersection
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.70
Intersection Signal Delay: 195.4 Intersection LOS: F
Intersection Capacity Utilization 145.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: Boston Street/Dorchester Street & Dorchester Avenue & Southampton Street/Preble Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations													
Traffic Volume (vph)	62	290	23	208	328	67	24	689	175	74	932	137	
Future Volume (vph)	62	290	23	208	328	67	24	689	175	74	932	137	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor								1.00			1.00		
Frt		0.991			0.983			0.970			0.982		
Flt Protected		0.992			0.983			0.999			0.997		
Satd. Flow (prot)	0	3122	0	0	3122	0	0	3134	0	0	3153	0	
Flt Permitted		0.667			0.613			0.634			0.590		
Satd. Flow (perm)	0	2099	0	0	1947	0	0	1989	0	0	1866	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		1255			372			515			499		
Travel Time (s)		34.2			10.1			14.0			13.6		
Confl. Bikes (#/hr)									1			2	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.94	0.94	0.94	0.91	0.91	0.91	
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	1%	4%	0%	4%	
Adj. Flow (vph)	70	326	26	226	357	73	26	733	186	81	1024	151	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	422	0	0	656	0	0	945	0	0	1256	0	
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA		
Protected Phases		4		3	3 4			1			1		2
Permitted Phases	4			4			1			1			
Detector Phase	4	4		3 4	3 4		1	1		1	1		
Switch Phase													
Minimum Initial (s)	6.0	6.0		3.0			15.0	15.0		15.0	15.0		1.0
Minimum Split (s)	11.0	11.0		8.0			21.0	21.0		21.0	21.0		26.0
Total Split (s)	25.0	25.0		9.0			40.0	40.0		40.0	40.0		26.0
Total Split (%)	25.0%	25.0%		9.0%			40.0%	40.0%		40.0%	40.0%		26%
Maximum Green (s)	20.0	20.0		4.0			34.0	34.0		34.0	34.0		22.0
Yellow Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0		2.0
All-Red Time (s)	1.0	1.0		1.0			2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						6.0			6.0		
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0			2.0	2.0		2.0	2.0		3.0
Recall Mode	None	None		None			C-Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													15.0
Pedestrian Calls (#/hr)													223
Act Effct Green (s)		20.0			24.0			34.0			34.0		
Actuated g/C Ratio		0.20			0.24			0.34			0.34		
v/c Ratio		1.01			1.28			1.40			1.98		
Control Delay		87.0			171.1			217.1			470.5		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		87.0			171.1			217.1			470.5		
LOS		F			F			F			F		
Approach Delay		87.0			171.1			217.1			470.5		
Approach LOS		F			F			F			F		
Queue Length 50th (ft)		~144			~257			~426			~658		
Queue Length 95th (ft)		#243			#393			#551			#792		
Internal Link Dist (ft)		1175			292			435			419		
Turn Bay Length (ft)													
Base Capacity (vph)		419			514			676			634		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		1.01			1.28			1.40			1.98		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 74 (74%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.98			
Intersection Signal Delay: 288.2		Intersection LOS: F	
Intersection Capacity Utilization 113.2%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Old Colony Avenue & Dorchester Street



APPENDIX E – RESPONSE TO CLIMATE CHANGE QUESTIONNAIRE

Appendix E - Climate Resiliency Checklist- 267 Old Colony Ave

boston planning & development agency

A.1 - Project Information

Project Name:	**Trimount Place**			
Project Address:	267 Old Colony Ave, So. Boston			
Project Address Additional:				
Filing Type (*select*)	*Initial **(PNF**, EPNF, NPC or other substantial filing)* *Design / Building Permit (prior to final design approval), or* *Construction / Certificate of Occupancy (post construction completion)*			
Filing Contact	*Colleen Soden*	*Soden Sustainability Consulting*	*colleen@sodensustainability.com*	*617-372-7857*
Is MEPA approval required	*Yes/**no***		*Date*	

A.3 - Project Team

Owner / Developer:	267 Old Colony, LLC
Architect:	Stefanov Architects
Engineer:	Environmental Design Engineers
Sustainability / LEED:	Soden Sustainability Consulting
Permitting:	MLF Consulting, LLC
Construction Management:	Brenco Construction

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Residential
List the First Floor Uses:	Lobby, Residential, Commercial Spaces and enclosed parking garage
List any Critical Site Infrastructure and or Building Uses:	n/a

Site and Building:

Site Area:	*21,418 SF*	Building Area:	*79,000 SF*
Building Height:	*60 Ft*	Building Height:	*5-Stories*
Existing Site Elevation – Low:	*20 Ft BCB*	Existing Site Elevation – High:	*28.5 Ft BCB*
Proposed Site Elevation – Low:	*20 Ft BCB*	Proposed Site Elevation – High:	*28.5 Ft BCB*
Proposed First Floor Elevation:	*21.5 Ft BCB*	Below grade levels:	*1 -Story*

Article 37 Green Building:

LEED Version - Rating System :	LEED v4 BD&C	LEED Certification:	*Yes / **No***
Proposed LEED rating:	*Certified/**Silver**/ Gold/Platinum*	Proposed LEED point score:	*54 Pts.*

Building Envelope

When reporting R values, differentiate between R discontinuous and R continuous. For example, use "R13" to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	*R49 cavity below deck*	Exposed Floor:	*(R)=30*
Foundation Wall:	*(R)= 10ci*	Slab Edge (at or below grade):	*(R) 10 for 24"*

Vertical Above-grade Assemblies (%'s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	*(%)*	Wall & Spandrel Assembly Value:	*1st & 2nd . .077 Upper levels .049*
Area of Framed & Insulated / Standard Wall:	*75.2(%)*	Wall Value	*1st and 2nd R-13 + R 5 ci, Upper Levels: R-20 +R 3.8 ci(R)*
Area of Vision Window:	*24.8%*	Window Glazing Assembly Value:	*.28 (U)*
		Window Glazing SHGC:	*.31 (SHGC)*
Area of Doors:	*0%*	Door Assembly Value:	*(U)*

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined	*Whole building energy simulation using eQuest 3.65 simulation software.*		
Annual Electric:	*650,155 (kWh)*	Peak Electric:	*(kW)*
Annual Heating:	*1,055 (MMbtu/hr)*	Peak Heating:	*(MMbtu)*
Annual Cooling:	*13,952 (Tons/hr)*	Peak Cooling:	*(Tons)*
Energy Use - Below ASHRAE 90.1 - 2013:	*25.7 %*	Have the local utilities reviewed the building energy performance?:	*Yes / **no***
Energy Use - Below Mass. Code:	*21.4 %*	Energy Use Intensity:	*38 (kBtu/SF)*

Back-up / Emergency Power System

Electrical Generation Output:	*(kW)*	Number of Power Units:	
System Type:	*(kW)*	Fuel Source:	

Emergency and Critical System Loads (in the event of a service interruption)

Electric:	*(kW)*	Heating:	*(MMbtu/hr)*
		Cooling:	*(Tons/hr)*

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing GHG emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon neutrality by 2050 new buildings performance will need to progressively improve to net carbon zero and positive.

B.1 – GHG Emissions - Design Conditions

For this Filing - Annual Building GHG Emissions: *290 (Tons)*

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

energy analysis was started early on, during the schematic design phase. We will evaluate several envelope alternatives as well as multiple HVAC and electrical energy efficiency measures, in order to reduce the annual energy consumption and GHG emissions of this building.

Describe building specific passive energy efficiency measures including orientation, massing, envelop, and systems:

High performance building envelope

Describe building specific active energy efficiency measures including equipment, controls, fixtures, and systems:

Reduced interior lighting power density, High performance lighting controls, High-efficiency gas-fired condensing boilers, high-efficiency chiller, Variable volume pumping system, energy recovery ventilator

Describe building specific load reduction strategies including on-site renewable, clean, and energy storage systems:

Project will evaluate solar.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

Project will evaluate solar.

Describe any energy efficiency assistance or support provided or to be provided to the project:

Project will pursue incentives.

B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

Commissioning and systems maintenance to ensure proper and efficient operation of equipment

C - Extreme Heat Events

Annual average temperature in Boston increased by about 2˚F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low:	*5 Deg.*	Temperature Range - High:	*97Deg.*
Annual Heating Degree Days:	5573	Annual Cooling Degree Days	1177

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90°:	*10*	Days – Above 100°:	*3*
Number of Heatwaves / Year:	*3*	Average Duration of Heatwave (Days):	*3*

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

The project is specifying high SRI roofing and paving materials.

C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

Continuous insulation to avoid conductive heat gain in summer and to avoid heat loss in winter.

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

Continuous insulation to avoid conductive heat gain in summer and to avoid heat loss in winter.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25". There is a significant probability that this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions

10 Year, 24 Hour Design Storm:	*6 In.*

Describe all building and site measures for reducing storm water run-off:

The project site will not result in an increase in impervious area. Subsurface infiltration systems will be provided, if feasible, to reduce storm water run-off.

D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

Beyond the subsurface infiltration system, the potential of adding a green roof to adapt to future more significant rain events will be discussed with project team.

E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, sea levels in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA SFHA?	*No*	What Zone:	A, AE, AH, AO, AR, A99, V, VE
		Current FEMA SFHA Zone Base Flood Elevation:	*Ft BCB*

Is any portion of the site in a BPDA Sea Level Rise - Flood Hazard Area? Use the online BPDA SLR-FHA Mapping Tool to assess the susceptibility of the project site.	*Yes*

If you answered YES to either of the above questions, please complete the following questions.
Otherwise you have completed the questionnaire; thank you!

E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented on the BPDA Sea Level Rise - Flood Hazard Area (SLR-FHA) map, which depicts a modeled 1% annual chance coastal flood event with 40 inches of sea level rise (SLR). Use the online BPDA SLR-FHA Mapping Tool to identify the highest Sea Level Rise - Base Flood Elevation for the site. The Sea Level Rise - Design Flood Elevation is determined by adding either 24" of freeboard for critical facilities and infrastructure and any ground floor residential units OR 12" of freeboard for other buildings and uses.

Sea Level Rise - Base Flood Elevation:	*19.6 Ft BCB*		
Sea Level Rise - Design Flood Elevation:	*21.6 Ft BCB*	First Floor Elevation:	*21.6 Ft BCB*
Site Elevations at Building:	*20.5–28.0 Ft BCB*	Accessible Route Elevation:	*21.6 Ft BCB*

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Strategies for adapting to sea level rise will be discussed with the project team.

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

Critical systems, electrical, cable, and other utility services located below design flood elevation, if any, may be dry flood proofed. To the extent feasible, critical systems will be located above the SLR-BFE. Temporary flood barriers may be deployed at building openings to below-grade (non-habitable/equipment) spaces.

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Possible shelter options for occupants will be discussed with project team.

Describe any strategies that would support rapid recovery after a weather event:

Strategies will be discussed with the project team. Possibly, flood damage-resistant structural and finish materials for appropriate locations.

E.2 – Sea Level Rise and Storms – Adaptation Strategies

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Future site design adaptation will be discussed with project team. The Project could look into expanding stormwater management system, redirecting building access routes to the higher side of the site and temporary flood barriers.

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

Further permanent and temporary measures will be discussed with the Project team.

A pdf and word version of the Climate Resiliency Checklist is provided for informational use and off-line preparation of a project submission.

NOTE: Project filings should be prepared and submitted using the online Climate Resiliency Checklist.

For questions or comments about this checklist or Climate Change best practices, please contact:
John.Dalzell@boston.gov

APPENDIX F – RESPONSE TO COB ACCESSIBILTY GUIDELINES

Appendix F - Article 80 | ACCESSIBILTY CHECKLIST- 267 Old Colony Avenue, So. Boston

Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
    a. http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
    a. http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Boston Complete Street Guidelines
    a. http://bostoncompletestreets.org/
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
    a. http://www.cityofboston.gov/Disability
5. City of Boston – Public Works Sidewalk Reconstruction Policy
    a. http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
6. Massachusetts Office On Disability Accessible Parking Requirements
    a. www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc
7. MBTA Fixed Route Accessible Transit Stations
    a. http://www.mbta.com/about_the_mbta/accessibility/

Appendix F - Article 80 | ACCESSIBILTY CHECKLIST- 267 Old Colony Avenue, So. Boston

Project Information

Project Name:	Trimount Place (267 Old Colony Avenue)
Project Address Primary:	267 Old Colony Avenue, South Boston, MA 02127-3520
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	Michael Moore/ President/Oranmore Enterprises LLC/ brencoconstruction@gmail.com /617 296 4548

Team Description

Owner / Developer:	267 Old Colony LLC / Oranmore Enterprises LLC
Architect:	Stefanov Architects Inc.
Engineer (building systems):	Environmental Design Engineering Inc.
Sustainability / LEED:	Soden Sustainability LLC
Permitting:	MLF Consulting LLC
Construction Management:	Brenco Inc

Project Permitting and Phase

At what phase is the project – at time of this questionnaire?

☑ PNF / Expanded PNF	Draft / Final Project Impact Report	BPDA Board
BPDA Design	Schematic	Pending

Appendix F - Article 80 | ACCESSIBILTY CHECKLIST- 267 Old Colony Avenue, So. Boston

Building Classification and Description

What are the principal Building Uses - select all appropriate uses?

	Residential – One to Three Unit	☑ Residential - Multi-Unit, Four +	Institutional	Education
	Commercial	Office	Retail	Assembly
	Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List)	*Commercial Spaces, Residential entry, enclosed parking garage, trash room*			

What is the Construction Type – select most appropriate type?

	☑ Wood Frame	Masonry	Steel Frame X	Concrete

Describe the building?

Site Area:	21,418 SF	Building Area:	*79,017 GSF*
Building Height:	*60 Feet*	Number of Stories:	*5*
First Floor Elevation:	*Elev. 22*	Are there below grade spaces:	*Yes*

Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.	267 Old Colony Avenue is bounded by Old Colony Avenue on the Northeast, Dorchester Street on the Northwest, and a residential neighborhoods Southwest along Dorchester Street and Southeast along Old Colony Avenue. The project site currently is occupied by a number of one-story commercial storefronts and a surface parking lot. The existing site buildings will be demolished for the new construction. The site does have a slope from Dorchester Street to the opposite corner on Old Colony Avenue. The site is flanked by three-story residential buildings on Dorchester Street and a new four- story condominium building on Old Colony Avenue.

Appendix F - Article 80 | ACCESSIBILTY CHECKLIST- 267 Old Colony Avenue, So. Boston

List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter rail, subway, bus, etc.	Andrew Square Red Line MBTA subway stop and Bus Terminal is located 0.2 Miles away on Dorchester Street providing connection to South Station and Downtown Boston and points North to Cambridge and South to Quincy. In addition, there is public access by MBTA Bus lines CT3, 5,9,10,16,17 and 18.
List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.	Old Colony Housing Development, Mary McCormack Housing, Marion Manor Nursing Home, Julie's Learning Center, and West Ninth Street Elderly Housing,
Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.	The site is on a major thoroughfare providing access to downtown Boston. To the Southeast is the City of Boston Joe Moakley Park which has children's playgrounds, multiple baseball diamonds, grass fields, tennis courts and a turf football stadium. Carson Beach is located on Dorchester Bay and Tierney Learning Center is located in the Old Colony Housing Development. There is a Boston Public Library branch located on East Broadway; Walsh Community Center is behind the Courthouse, and the L Street Bathhouse and Beach are located along Day Boulevard leading to Castle Island and DCR Marine Park where there are more playing fields, playgrounds, tennis courts and beaches. Saint Monica's Church is off of the Columbia Road Rotary at the end of Old Colony Avenue.

Surrounding Site Conditions – Existing:

This section identifies the current condition of the sidewalks and pedestrian ramps around the development site.

Are there sidewalks and pedestrian ramps existing at the development site?	Yes.
If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.	Starting on Old Colony heading north, there is a new ramp with tactile paving up to the sidewalk, the sidewalk continues smoothly along a vehicular curb cut to the intersection of Old Colony Avenue and Dorchester Street where there are two accessible curb-cuts with tactile paving crossing both Old Colony Avenue and Dorchester Street. Turning the corner, the sidewalk continues smoothly up Dorchester Street along two vehicular curb-cuts. All are in good condition.
Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have the sidewalks and pedestrian ramps been verified as compliant? If yes, please provide surveyors report.	The existing pedestrian ramps are expected to remain; the Project Proponent may rework the ramp on the Old Colony Avenue side facing the adjacent four-story Condominium Building. The pedestrian ramps have not been verified at this time, but will be re-evaluated during the project design stage.

Appendix F - Article 80 | ACCESSIBILTY CHECKLIST- 267 Old Colony Avenue, So. Boston

Is the development site within a historic district? **If yes,** please identify.	MLF Consulting is not aware of the project site being in an historic district.

Surrounding Site Conditions – Proposed

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five-foot-wide Pedestrian Zone supports two people walking side by side or two wheelchairs passing each other. An eight-foot-wide Pedestrian Zone allows two pairs of people to comfortable pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org	As part of the Project, the Proponent will bring all abutting sidewalks and pedestrian ramps to the City of Boston standards in accordance with the Boston Complete Streets design guidelines. This will include the reconstruction and widening of the sidewalks, where possible, as well as the installation of new, accessible ramps, improvements to street lighting where necessary, planting of new street trees, and providing bicycle storage racks surrounding the site, where appropriate.
If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.	Downtown Mixed-Use.
What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.	10 Feet.
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	Concrete, Permeable Pavers and Greenscape on City of Boston pedestrian right of way and on private property.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?	Yes.

Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?	No.
If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?	

Proposed Accessible Parking:

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?	The Project will include 59 garage parking spaces in parking machines and 2 accessible surface parking spaces for a total of 61 spaces.
What is the total number of accessible spaces provided at the development site?	2 Accessible Van spaces.
Will any on street accessible parking spaces be required? If yes, has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?	No.
Where is accessible visitor parking located?	Inside the enclosed parking garage.
Has a drop-off area been identified? If yes, will it be accessible?	No

Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.	Please see **Attachment AC.01.**

Circulation and Accessible Routes:

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability* of neighbors.

**Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.	The accessible route is along the Old Colony Avenue in from the Residential Entrance in the lobby to the elevators, and then continues out to the parking garage and the accessible parking spaces. Please see **Attachment AC.01.**
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	Flush Condition at all entry locations. Ramps to be added where/if needed. This will enable access and promote "Visit-ability". The apartment building is serviced by an elevator and flush conditions at the entryway. All common areas are accessible and all units will have good "Visit-ability".
Are the accessible entrance and the standard entrance integrated?	Yes.
If no above, what is the reason?	
Will there be a roof deck or outdoor courtyard space? If yes, include diagram of the accessible route.	Yes. Please see **Attachment AC.03.**
Has an accessible routes way-finding and signage package been developed? If yes, please describe.	Not yet but all future way finding signage will be developed to meet Building Code and Accessibility Board Requirements.

Appendix F - Article 80 | ACCESSIBILTY CHECKLIST- 267 Old Colony Avenue, So. Boston

Accessible Units: (If applicable)

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

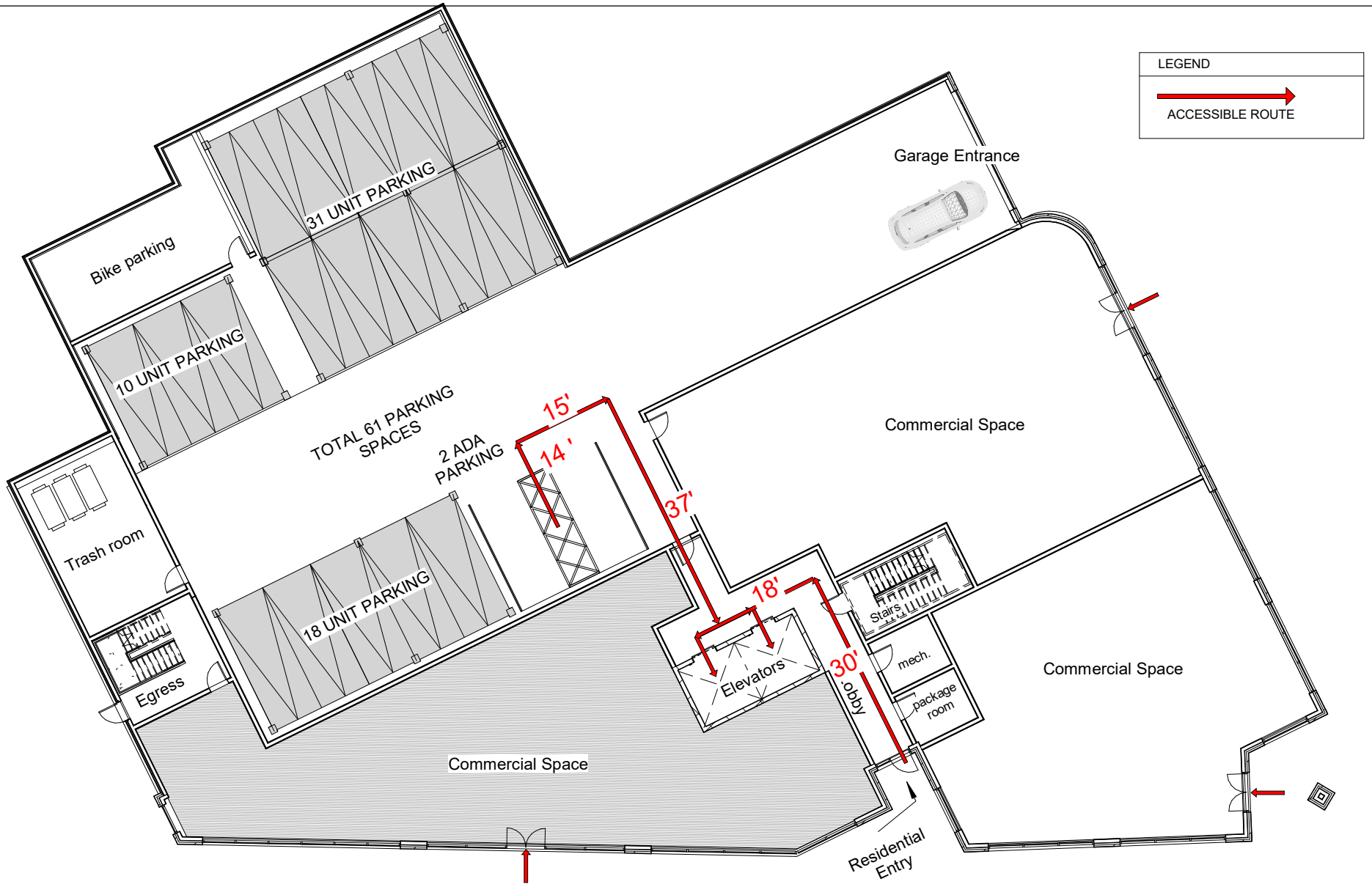
What is the total number of proposed units for the development?	The Project will include 64 units in the new apartment building.
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	These units are rentals. 53 Market Rate and 11 Affordable.
How many accessible units are being proposed?	3 as per 521 CMR.
Please provide plan and diagram of the accessible units.	Please see **Attachment AC.02.**
How many accessible units will also be affordable? If none, please describe reason.	It will be a combination of affordable and Market rate units. Final combination to be determined.
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes,** please provide reason.	No.
Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?	Yes.
Did the Advisory Board vote to support this project? **If no,** what recommendations did the Advisory Board give to make this project more accessible?	Decision Pending.

Appendix F - Article 80 | ACCESSIBILTY CHECKLIST- 267 Old Colony Avenue, So. Boston

Thank you for completing the Accessibility Checklist!

For questions or comments about this checklist or accessibility practices, please contact:

kathryn.quigley@boston.gov | Mayors Commission for Persons with Disabilities



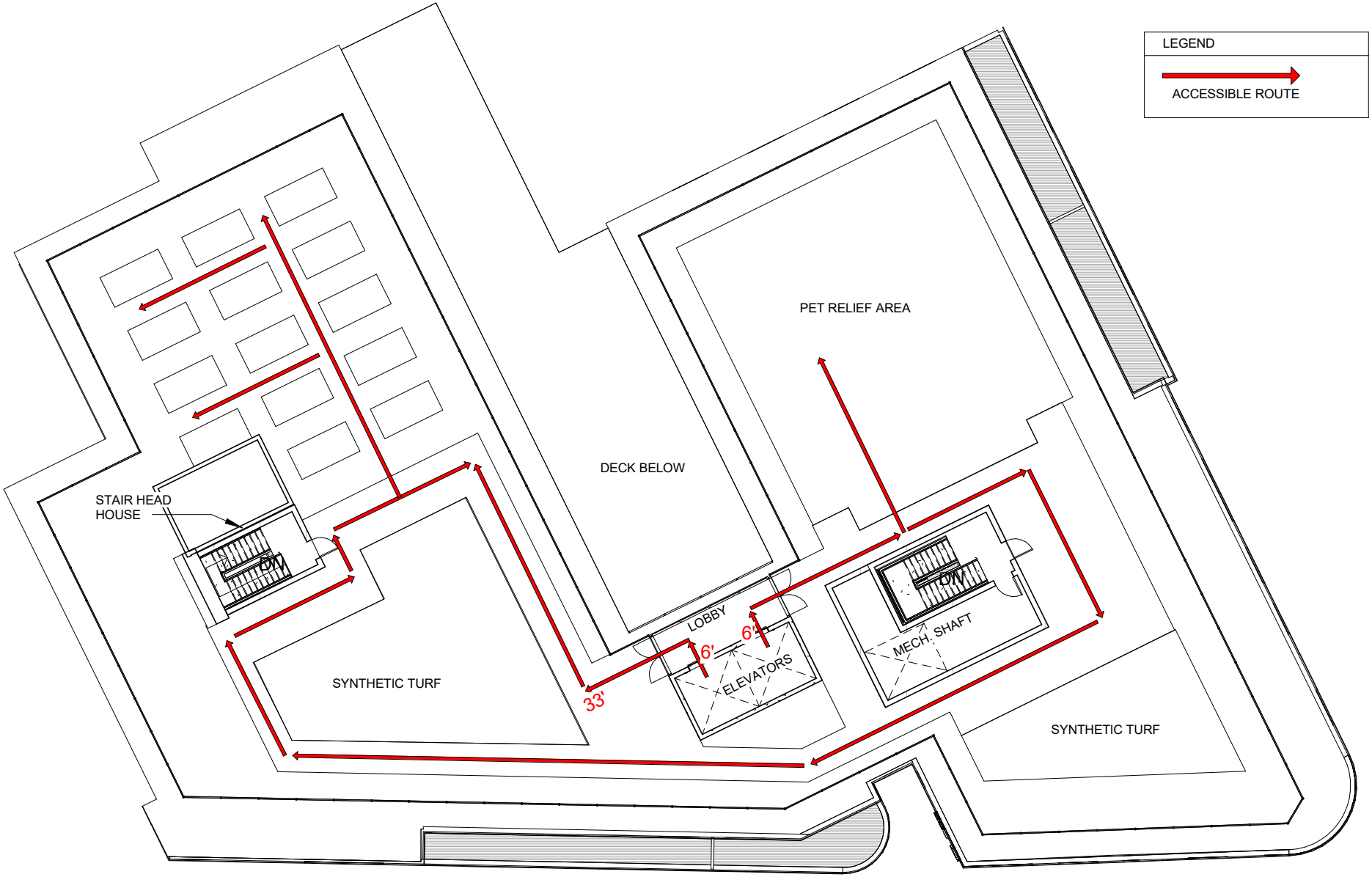
Proposed Ground Floor Accessibility

STEFANOV ARCHITECTS	267 Old Colony Ave.	AC.01



Proposed Residential Floor Accessibility

STEFANOV ARCHITECTS	267 Old Colony Ave.	AC.02



Roof Top Accessiblility

STEFANOV ARCHITECTS	267 Old Colony Ave.	AC.03

APPENDIX G – RESPONSE TO COB BROADBAND QUESTIONNAIRE

Appendix G – Response to BPDA Broadband Questionnaire
for
Inclusion in the 267 Old Colony Avenue, South Boston PNF
BPDA Article 80 Development Review

Section 1: General Questions

For consistency, general intake questions below are modeled after Boston Planning and Development Agency Climate Change Resiliency and Preparedness Checklist.

Project Information

- Project Name: Trimount Place, South Boston
- Project Address Primary: 267 Old Colony Avenue, South Boston
- Project Address Additional:
- Project Contact George Morancy,Esq. Adams and Morancy P.C. gmorancy@admorlaw.com (617) 269-5800
- Project Completion: Spring 2021

Team Description

- Ornamore Enterprises LLC
- Stefanov Architects Inc.
- Environmental Design Engineering
- MLF Consulting LLC
- Brenco Construction Co. Inc.
- Soden Sustainability LLC

Section 2: Right of Way to Building

Point of Entry Planning

Point of entry planning has important implications for the ease with which your building's telecommunications services can be installed, maintained, and expanded over time.

#1: Please provide the following information for your building's point of entry planning (conduits from building to street for telecommunications). Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of Points of Entry: **Old Colony Avenue**
- Locations of Points of Entry: **TBD Unknown**
- Quantity and size of conduits: **TBD Unknown**

- Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line): **TBD Unknown**
- Other information/comments

#2: Do you plan to conduct a utility site assessment to identify where cabling is located within the street? This information can be helpful in determining the locations of POEs and telco rooms. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Yes
- No
- **Unknown**

Section 3: Inside of the Building

Riser Planning

Riser capacity can enable multiple telecom providers to serve tenants in your building.

#3: Please provide the following information about the riser plans throughout the building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of risers: **TBD Unknown**
- Distance between risers (if more than one): **TBD Unknown**
- Dimensions of riser closets: **TBD Unknown**
- Riser or conduit will reach to top floor: **TBD Unknown**
- Number and size of conduits or sleeves within each riser **TBD Unknown**
- Proximity to other utilities (e.g. electrical, heating): **TBD Unknown**
- Other information/comments

Telecom Room

A well designed telecom room with appropriate security and resiliency measures can be an enabler of tenant choice and reduce the risk of service disruption and costly damage to telecom equipment.

#4: Please provide the following information about the telecom room plans. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- What is the size of the telecom room? **TBD Unknown**

- Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits): **TBD Unknown**
- Will the telecom room be located in an area of the building containing one or more load bearing walls?
  TBD Unknown

- Will the telecom room be climate controlled?
    - Yes
    - No
    - **Unknown**

- If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?
    - **Yes**
    - No
    - Unknown

- Will the telecom room be located on a floor where water or other liquid storage is present?
    - Yes
    - No
    - **Unknown**

- Will the telecom room contain a flood drain?
    - Yes
    - No
    - **Unknown**

- Will the telecom room be single use (telecom only) or shared with other utilities?
    - **Telecom only**
    - Shared with other utilities
    - Unknown
- Other information/comments

Delivery of Service Within Building (Residential Only)

Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. Questions 5 through 8 are for residential development only.

#5: Will building/developer supply common inside wiring to all floors of the building?

- Yes
- No
- **Unknown**

#6: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#7: Is the building/developer providing wiring within each unit?

- Yes
- No
- **Unknown**

#8: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

Section 4: Accommodation of New and Emerging Technologies

Cellular Reception

The quality of cellular reception in your building can have major impacts on quality of life and business operations.

Please provide the following information on your plans to facilitate high quality cellular coverage in your building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#9: Will the building conduct any RF benchmark testing to assess cellular coverage?

- Yes
- No
- **Unknown**

#10: Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?

- Yes
- No
- **Unknown**

#11: Will the building be providing an in-building solution (DAS/ Small cell/ booster)?

- Yes
- No
- **Unknown**

#12: If so, are you partnering with a carrier, neutral host provider, or self-installing?

- **Carrier**
- Neutral host provider
- Self-installing

Rooftop Access
Building rooftops are frequently used by telecommunications providers to install equipment critical to the provision of service to tenants.

Please provide the following information regarding your plans for roof access and usage. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#13: Will you allow cellular providers to place equipment on the roof?

- Yes
- No
- **Unknown**

#14: Will you allow broadband providers (fixed wireless) to install equipment on the roof?

- Yes
- No
- **Unknown**

Section 5: Telecom Provider Outreach

Supporting Competition and Choice
Having a choice of broadband providers is a value add for property owners looking to attract tenants and for tenants in Boston seeking fast, affordable, and reliable broadband service. In addition to enabling tenant choice in your building, early outreach to telecom providers can also reduce cost and disruption to the public right of way. The following questions focus on steps that property owners can take to ensure that multiple wireline or fixed wireless broadband providers can access your building and provide service to your tenants.

#15: (Residential Only) Please provide the date upon which each of the below providers were successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

- Comcast - enter contact info
- RCN - enter contact info
- Verizon - enter contact info
- Wicked Broadband - enter contact info
- WebPass
- Starry
- Level 3
- Cogent
- Lightower
- XO Communications
- AT&T

- Zayo
- Other(s) - please specify - enter contact info: **TBD - Unknown**

#16: Do you plan to abstain from exclusivity agreements with broadband and cable providers?

- Yes
- No
- **Unknown**

#17: Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?

- Yes
- No
- **Unknown**

Section 6: Feedback for Boston Planning and Development Agency

The Boston Planning and Development Agency looks forward to supporting the developer community in enabling broadband choice for resident and businesses. Please provide feedback on your experience completing these questions.



Trimount Place at 267 Old Colony Avenue, South Boston

MLF CONSULTING LLC

STEFANOV ARCHITECTS