Expanded Project Notification Form

Submission to:

Boston Redevelopment Authority



THE POINT, BOSTON, MA

Submission by:

Fenway Ventures Point Properties, LLC

a SAMUELS & ASSOCIATES entity

Prepared by: VHB Vanasse Hangen Brustlin, Inc.

In Association with :

Arquitectonica
Goulston & Storrs
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February 15, 2013

Peter Meade, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: **Expanded Project Notification Form**
The Point
Brookline Avenue and Boylston Street, Boston, Massachusetts

Dear Director Meade:

Fenway Venture Point Properties, LLC, an affiliate of Samuels & Associates, is pleased to submit this Expanded Project Notification Form for a proposed mixed-use project known as The Point (the "Project") to be located in Boston's Fenway neighborhood at the juncture of Boylston Street and Brookline Avenue on an approximately 0.6-acre triangular parcel at 176-200 Brookline Avenue and 1383-1395 Boylston Street (the "Project Site").

The Project Site, located within the Gateway Development Area of the Fenway Neighborhood District, presents a unique opportunity to advance the planning goals established by the community and the City as part of the Fenway rezoning effort. The Fenway zoning has long sought to encourage the development of architecturally distinctive "civic landmarks" at the major entrances to the Fenway neighborhood. The Project represents a major step in the realization of that goal.

The Project will create the sense of a gateway into the Fenway neighborhood from the southwest. With its prominent position and distinctive architectural design, the Project will enhance the corner of Boylston Street and Brookline Avenue and create a new neighborhood landmark. The improved public realm along Boylston Street and Brookline Avenue will address the need for better pedestrian connections and permeability, as well as facilitate accessibility between the existing residential neighborhood, Landmark Center, the Emerald Necklace, nearby institutions, the Longwood Medical Area, and Fenway Park.

The Project involves the demolition of existing single-story buildings and construction of a 22-story mixed-use building with first and second story retail and residential on the upper floors as well as accessory uses and facilities. The proposed design aims to take advantage of the proximity of the adjacent Trilogy and future Fenway Triangle projects by including certain cross-connections that increase the design continuity, integration, and efficiency of both projects.

We are grateful to the Fenway neighborhood and the City officials who have provided us with input over the months and years preceding this filing. We believe that the architectural character and the retail and residential opportunities offered by the Project represent a major step forward in the revitalization of the Fenway community.

We look forward to working with you and your staff in your on-going review of the Project. If you have any questions or would like any additional information, please do not hesitate to contact me.

Very truly yours,

Joel Sklar

Enclosures

cc: Mr. Steven Samuels, Samuels & Associates
Mr. Peter Sougarides, Samuels & Associates
Ms. Leslie Cohen, Samuels & Associates
Ms. Heather Campisano, Boston Redevelopment Authority
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Expanded Project Notification Form

The Point

Boston,
Massachusetts

Submitted to **Boston Redevelopment Authority**

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February 2013

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Project Description

Introduction

This expanded Project Notification Form (PNF) is submitted pursuant to the Article 80 - Large Project Review process under the Boston Zoning Code and Enabling Act. This expanded PNF presents details about The Point project proposed at the juncture of Boylston Street and Brookline Avenue in Boston's Fenway neighborhood (the "Project"). This PNF provides an analysis of traffic/transportation, potential environmental impacts, infrastructure needs, as well as urban design and other aspects of the Project, in order to inform state and city agencies, and neighborhood residents about the Project, its potential impacts, and the mitigation measures proposed to address those potential impacts.

Samuels & Associates, through its subsidiary, Fenway Ventures Point Properties LLC (the "Proponent"), proposes the redevelopment of an approximately 0.6-acre triangular site at the juncture of Boylston Street and Brookline Avenue in Boston's Fenway neighborhood (the "Project Site"). Redevelopment of the Project Site consists of construction of a new residential building, with retail on the first and second floors, and residential amenities, mechanical space, and other accessory uses and facilities.

The Project will expand on the recent mixed use developments in the Fenway and the transformation from industrial uses to neighborhood uses along Boylston Street with a compelling and iconic building design featured at the gateway to the Fenway area. Overall, the Project will enhance the architectural character, urban design, retail vitality, and pedestrian experience with new street level activity at this key entrance to the community. The Project will also generate numerous positive neighborhood benefits, including increased housing, additional shopping opportunities, upgrading of the urban fabric, and significantly improved pedestrian walkways and streetscape. The City and the region as a whole will benefit from job creation, housing, and additional city and state tax revenues associated with the Project.

Sustainability is integrated throughout the Project as it aims to use land efficiently through the revitalization of an underutilized site in a dense urban setting, promote the use of alternative modes of transportation, encourage pedestrian activity and improve water quality. Due to the location of the Project Site in a dense established urban neighborhood with access to public transportation and available services in close proximity, many of the residents and their guests, as well as retail employees and customers, will use alternative means of transportation to/from the Project. Additionally, in accordance with Article 37 – Green Buildings of the Boston Zoning Code, the Proponent intends to incorporate state-of-the-art sustainable features into the design of the Project, where feasible and reasonable, so that the building could achieve the minimum certification level ("Certified") under the U.S. Green Building Council (USGBC) Leadership in Environmental and Energy Design (LEED®) Green Building Rating System, or "LEED certifiable."[1]

1 LEED "certifiable" indicates that a building meets the energy reduction requirements under the most appropriate LEED building rating system, but has not officially registered with the USGBC to become certified.

The following chapter provides an overview of existing site conditions and describes the Project. This chapter also discusses how the Project is consistent with applicable local planning initiatives and municipal and state land use plans and policies, and provides a description of the ongoing public participation and outreach. A summary of public benefits and positive impacts anticipated as a result of the Project is also presented. Lastly, a summary of findings from the impact analyses presented in subsequent chapters of this expanded PNF is provided.

Project Context and Exiting Site Conditions

Project Context

The Project Site is a triangular block totaling 0.6 acres located at the corner of Brookline Avenue and Boylston Street in the Fenway neighborhood of Boston, Massachusetts. Refer to Figure S.1 for a site location map. Boylston Street borders the Project Site to the south and connects the Sears Rotary to the west with Downtown Boston to the east. Brookline Avenue borders the Project Site to the north connecting Brookline Village to the west with Kenmore Square to the east. The Project Site has an important relationship with the Emerald Necklace and Park Drive, located to the east, west and south of the Project Site. This long, linear district is comprised of the Back Bay Fens, the Muddy River, Olmsted (Leveret) Park, Jamaica Pond and the Arborway. The Fenway Park baseball stadium is located approximately 1/3-mile east of the Project Site down Brookline Avenue. Refer to Figure S.2 for an aerial image of the site and neighborhood context.

In general, the land uses surrounding the Project Site consist of a varying mix of building typologies, sizes and heights. Some buildings, specifically along Brookline Avenue, are remnants of the automotive industry of the 1920's while others include brick residential structures built after 1930, late-20th century low-rise commercial buildings, free-standing single-story restaurants, and surface parking lots. More recently, the project area has been greatly influenced by its proximity to Fenway Park, the Landmark Center retail district, various institutions, such as Emmanuel College and the Longwood Medical and Academic Area (LMA) as well as the residential neighborhood south of Boylston Street. These surrounding land uses have resulted in several successful large mixed use developments by Samuels & Associates (most notably Trilogy, 1330 Boylston Street, and the future Fenway Triangle Mixed Use project) significantly expanding market rate and affordable housing, office, and retail opportunities. These developments have set the context for the continued transformation of the remaining underutilized parcels with 'service' uses (e.g., fast food establishments, low-end retail, gas stations/automotive servicing) along Boylston Street and Brookline Avenue.

Existing Site Conditions

Figure S.3 shows the existing conditions site plan. The existing conditions at the Project Site are vestiges of the automotive industry of the 1920's, traces of which continue to be visible along Brookline Avenue. The approximately 25,191-square foot (0.60-acre) triangular parcel is completely built-out with three connected one-story brick buildings totaling approximately 20,150 square feet (176-184 Brookline Avenue, 200 Brookline

Avenue, and 1387 Boylston Street) and some surface parking and loading/service areas. These buildings were all constructed in the early 1900s. The current and or most recent commercial tenants of the existing buildings include a D'Angelo sandwich shop, ACE tickets, TOMB interactive adventure, a liquor store, office space, band rehearsal space and storage space in the basement. Refer to Figure S.4 for photographs of the existing site.

There are approximately 27 parking spaces currently on-site (15 surface spaces and 12 below-grade spaces). Surface spaces along Boylston Street adjacent to the existing building structure (where no formal sidewalk exists) are used primarily by patrons of the existing establishments. The below-grade parking spaces are accessible by a ramp off of Boylston Street.

The Project Site is currently well served by infrastructure, some of which was recently upgraded, and is in close proximity to public transit (MBTA Green Line, the Framingham/Worcester Commuter Rail Line, and multiple bus routes).

Project Description

The Proponent proposes the construction of a new 22-story mixed-use building totaling approximately 302,292 Floor Area Ratio (FAR) square feet consisting of retail and residential lobby and service space on the first two levels, residential and amenity space on the upper floors, including a residential outdoor amenity deck at the roof level. Refer to Figures S.5a and S.5b for the proposed ground floor and Level 2 building plans, respectively. Figures S.5c-f show the proposed typical layouts for the residential levels and Figure S.5g shows the rooftop layout.

The overall goal of the project architecture is to provide a compelling and iconic structure at the gateway to the Fenway neighborhood, while remaining compatible with the surrounding mix of uses. The vibrant mixed-use building will contribute to the long term revitalization of the Fenway district by building on the momentum generated by the neighboring, larger-scale, recent mixed-use developments and by creating new residential and retail activities and public realm improvements.

The retail component consists of approximately 33,000 FAR square feet suitable for retail and/or restaurant uses (with additional space available for outdoor dining). The residential component is anticipated to include approximately 320 units totaling approximately 269,000 FAR square feet, with a mix including studio, one-, two-, three- and/or four-bedroom layouts served from a dedicated ground-floor lobby. Both residents and retail customers will utilize existing parking capacity at the adjacent Trilogy Garage accessible from existing driveways on Brookline Avenue and Kilmarnock Street. A new elevated glass walkway over the driveway between the Project and Trilogy will connect residential uses of both of these buildings at the second level with a potential subsurface pedestrian connection as well. The transparent pedestrian connection will contribute to a more lively and active street life. Table S-1 summarizes the proposed development program.

Table S-1
Proposed Development Program

Land Use	Floor Level	Size/Quantity (approximate)
Retail	Floors 1 and 2	33,292 FAR SF
Residential	Floors 3-22	269,000 FAR SF
		320 units
	Total Development Program	302,292 FAR GSF
		320 units

FAR Floor Area Ratio
GSF Gross Square Feet

The proposed residential tower above the retail is set back on the north and on the south. The residential building massing is broken into three slender bars with the middle bar stepping out towards the junction of Boylston Street and Brookline Avenue. The lower levels of the retail base are positioned towards the streetscape reinforcing an activated pedestrian realm and enhancing pedestrian interaction and attraction along storefronts. Refer to Figure S.6 for a rendering of the Project. Chapter 2, *Urban Design* of this PNF provides additional detail on the building design concept, including the floor plans and renderings.

A number of public realm and site access improvements are proposed as part of the Project. The existing surface parking, which currently impedes a continuous sidewalk on Boylston Street, will be eliminated. All sidewalks adjacent to the Project Site will be reconstructed in coordination with the city's Boylston Street Improvement Project. Improvements are expected to include street trees, new curbing and sidewalks, and ornamental street lighting to enhance the pedestrian environment and insure public safety. A pedestrian path connecting Brookline Avenue and Boylston Street, which will be open to the public, will be maintained through the Site. In accordance with BTD guidelines, bicycle racks will be installed within the building for residents and tenants. Additional short-term bicycle storage will also be provided at street level. To reduce potential congestion on local roadways caused by servicing the building, an off-street/on-site loading dock internal to the building will be provided as part of the Project and will be accessed via the service driveway shared with Trilogy between Brookline Avenue and Boylston Street. The Project also proposes a designated on-street loading zone adjacent to the Project Site on Brookline Ave for vehicles that cannot be accommodated on-site.

The Project lies at the intersection of Boylston Street and Brookline Avenue which are major local utility corridors and, as a result, the Project Site is very well served by utility infrastructure. Connections to major utility are available along the site frontage. The Proponent has worked with the Boston Water and Sewer Commission (BWSC) and private utility agencies on previous projects in the neighborhood coordinating services and network improvements. Furthermore, the customers, employees, and residents will be able to take advantage of the various public transit connections easily accessible from the Project Site, including the MBTA Green Line and numerous bus routes.

Project-related benefits, which are summarized in detail below, include job creation, urban design improvements, neighborhood revitalization, housing opportunities, expanded retail options, and additional tax revenues. By replacing an underutilized building, the Project will substantially improve the pedestrian environment, the retail vitality of the neighborhood, as well as the urban design and architectural character of the area. Also, the Project will further the goals of the Fenway area planning initiatives put in place in 2004.

■

Project Phasing and Schedule

The duration of construction for the Project is expected to last approximately 24 months. Demolition is anticipated to begin within approximately six months following Article 80 approval.

Consistency with Public Planning

This section describes how the Project is consistent with applicable local planning initiatives and municipal and state land use plans and policies.

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Fenway/Kenmore Neighborhood Planning Initiatives

As part of a 2006 legislatively enacted economic stimulus package, $36 million was set aside by the State for the construction, development, modernization, rehabilitation, upgrade and improvement of transportation related infrastructure in the City of Boston focused on the Fenway Neighborhood and the Longwood Medical and Academic Area. These improvements were targeted to support job growth and economic advancement. Cited among the engines of this advancement was the investment in commercial and residential facilities. The Project responds to the goals of the legislation in that its related transportation improvements dovetail with on-going City planning for improvements to Boylston Street and Brookline Avenue, including the traffic improvements being performed by the Army Corps of Engineers as part of the Muddy River Restoration Project.

The transportation-related improvements being advanced by the City as part of the *Fenway - Longwood - Kenmore Transportation & Pedestrian Safety Action Plan* (the "Action Plan") include reconstructing Boylston Street to significantly improve the pedestrian and bicycle commuter environment through the provision of wider sidewalks with street trees, curb extensions at intersections, and the addition of bicycle lanes, while maintaining traffic capacity.[2] The Project, as currently envisioned, will incorporate the planned sidewalk improvements along its Boylston Street and Brookline Avenue frontage as well as include an enhanced pedestrian cross-connection between these two streets.

As part of the Massachusetts Works program, the Commonwealth and the MBTA recently broke ground on the $13.5 million Yawkey Commuter Rail Station reconstruction project, which will be integrated into the future Fenway Center development. The new rail station will improve connectivity between Beacon Street, Brookline Avenue, and the future Mixed-Use Path (proposed as part of the Action Plan). The Project proposes to activate Brookline Avenue and Boylston Street through the introduction of ground-floor retail uses. This retail space will provide the services that generate pedestrian activity and will expand the economic footprint of the neighborhood by extending the existing pedestrian activity from Fenway Park further west down Brookline Avenue, and by aiding the transformation of Boylston Street from an underutilized corridor to a

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2 Boston Transportation Department, *Fenway - Longwood - Kenmore Transportation & Pedestrian Safety Action Plan*, Spring 2009.

destination street. In this way, the Project supports all of the area infrastructure enhancements being implemented by various entities.

Open Space Plan 2008-2014

The Boston Parks & Recreation Department Design & Construction Unit prepared the *Open Space Plan 2008-2014*, which assesses existing parks and recreational facilities and identifies goals and objectives for maintaining and improving these facilities, including a five-year implementation plan.[3]

The existing Project Site is in close proximity to the Back Bay Fens—a public park that is part of the larger, more extensive Emerald Necklace park system. The Back Bay Fens includes a Community Garden and offers both passive and active recreational options, including the World War II, Vietnam and Korean War Memorials, the Kelleher Rose Garden, and the Mother's Rest playground, as well as basketball courts, baseball fields, a running tack, and walking/biking paths. Additionally, on-leash dogs are allowed in the park. The Project Site is approximately a ½-mile from DCR's Charles River Reservation—a linear park stretching from the Boston Harbor up the river for 20 miles and accessible by most city neighborhoods. Due to the extensive amount of public open space in close proximity to Project, the introduction of new residents to the area is not expected to have a significant impact on any city-owned recreational facilities.

Climate Action Plan

On Earth Day, April 22, 2011, Mayor Thomas M. Menino released *A Climate of Progress* – the City's updated Climate Action Plan.[4] This Plan encompasses the April, 2010 consensus report *Sparking Boston's Climate Revolution: Recommendations of Boston's Climate Action Leadership Committee and Community Advisory Committee*[5] and is to be used in tandem with *Sparking the Climate Revolution* by including a set of wide-ranging recommendations aimed at significantly reducing greenhouse gas (GHG) emissions and preparing for the risks of climate change in Boston. The five overarching recommendations of the Climate Action Leadership Committee are:

1. Reduce Boston's GHG emissions 25 percent by 2020;
2. Immediately start incorporating projected effects of climate change — particularly sea level rise, heat waves, and more intense storms — in all planning and review for municipal and private projects;
3. Develop a comprehensive public engagement effort, including a public commission and strong partnerships with community organizations;
4. Use climate action opportunities to advance Boston's green economy and jobs goals; and

3 City of Boston Parks & Recreation Department Design & Construction Unit, *Open Space Plan 2008-2014*, January 2008. Website: http://www.cityofboston.gov/parks/openspace0814.asp

4 City of Boston, *A Climate of Progress: City of Boston Climate Action Plan Update*, April 2011. Website: http://www.cityofboston.gov/Images_Documents/A%20Climate%20of%20Progress%20-%20CAP%20Update%202011_tcm3-25020.pdf

5 City of Boston, *Sparking Boston's Climate Revolution Recommendations of the Climate Action Leadership Committee and Community Advisory Committee*, April 2010. Website: http://www.cityofboston.gov/Images_Documents/BCA_full_rprt_r5_tcm3-19558.pdf

5. Ensure that climate action has clear public and private leadership and sufficient public and private resources.

Achieving these goals of reducing the effects of climate change, cultivating a city of green buildings, and advancing sustainability in multiple realms is intended to drive economic development and innovation.

In 2010, the City of Boston was designated a Green Community under the Green Communities Designation and Grant Program, an initiative of the Department of Energy Resources (DOER). In order to be designated a Green Community and, therefore, be eligible for grant money available annually, communities are required to meet five qualification criteria, such as adopt and implement the Stretch Energy Code.[6] The goal of the grant program is for a municipality to use grant money to assist residents, businesses, and municipal departments/facilities to reduce energy use or install renewable energy systems.

The Project will not provide any new parking and, therefore, aims to encourage the use of alternative transportation. The Project location is consistent with the goal of reducing GHG emissions associated with transportation (i.e., fossil fuels) due to its close proximity to public transportation. As discussed in Chapter 3, *Transportation*, the vast majority of residents and their guests, as well as retail employees and customers are expected to primarily use alternative means of transportation to access the Project. In addition to public transit, the proposed pedestrian improvements, resident secure bicycle storage, and public bike racks will encourage the use of other alternative modes of transportation to/from the Project, thereby, reducing GHG emissions associated with gasoline use compared to a conventional development, where access is dependent on single-occupancy vehicles.

The Project building will be designed to meet the Stretch Energy Code (a 20 percent energy savings compared to a building constructed to meet the Massachusetts Energy Code minimum requirements). Energy efficient heating and cooling building systems as well as windows with double glazing and an improved U-value are key energy conservation measures that have been incorporated into conceptual design. Preliminary building energy model runs assuming these measures are showing an energy savings of approximately 23 percent. (This building energy performance goal will continue to be assessed as building systems are evaluated and selected throughout the design process.) Additionally, the Proponent will develop construction and design guidelines to encourage retail tenants to include energy conservation measures and sustainable features in their fit-outs. The Proponent will also provide residents with operations guidelines, which may include information on the sustainable aspects of the Project, such as information on installed Energy Star appliances, the City of Boston recycling program, and a copy of the Project's 'No Smoking' policy. These guidelines will aim to encourage residential tenants to reduce their energy consumption by providing them with energy use tips/measures and suggestions on how to coordinate carpooling to/from work with other tenants. The energy efficiency performance goals of the Project are expected to result in a reduction in GHG emissions, which supports the City's Climate Action Plan goal to reduce overall GHG emission by 25 percent by 2020. Refer to Chapter 4, *Environmental Protection* for further details on Project benefits related to sustainable design and energy conservation.

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6 Effective January 1, 2011, the City of Boston adopted the Stretch Energy Code (8th Edition Building Code, Appendix 115.AA); there is a concurrency period through June 30, 2011. Its adoption brings to Boston a standard that will require new commercial buildings over 5,000 square feet in size, including multi-family residential buildings over three stories, to operate at an energy efficiency level 20% better than that required under the base energy code criterion, ASHRAE 90.1-2007.

Commonwealth of Massachusetts

Executive Order 385 – Planning for Growth

Generally, Executive Order 385 (EO 385) aims "…to actively promote sustainable economic development practices by advocating for state activities that are supported by adequate infrastructure and that are designed in such a way so that they do not adversely impact the natural environment." The Project is consistent with EO 385 because it aims to redevelop a previously developed urban site that has existing and adequate infrastructure, including public transit. Therefore, the Project reduces or avoids altogether environmental impacts, such as traffic, new impervious surface, and new land alteration. The Project will improve water quality through proposed modifications/upgrades to the stormwater management system.

The Project aims to create a mix of economic and social activities, all of which will support the local and state economy. The Project provides new employment opportunities, including the creation of 350 to 400 construction jobs in all trades and approximately 200 new transit-accessible employment opportunities (permanent part-time and full-time jobs). In addition, the Project creates approximately 320 new diverse housing units, a portion of which will be designated as affordable. Furthermore, as outlined in this report, the Proponent will minimize any unavoidable environmental impacts through the implementation of appropriate mitigation measures, to the extent feasible.

Commonwealth's Sustainable Development Principles

The Project is consistent with several of the Office of Commonwealth Development's Sustainable Development Principles.[7] The following lists the smart growth principles with which the Project is consistent.

- **Concentrate Development and Mix Uses.** The Project perfectly fulfills this principle as it consists of the redevelopment of an underutilized urban site with existing/adequate infrastructure and it promotes a vibrant mixed-use development.
- **Advance Equity.** The Project was developed in coordination with the BRA and the neighborhood so that its uses aim to support and remain consistent with the community vision for the area.
- **Make Efficient Decisions.** A key goal of the Project is to utilize the existing site to the extent practicable in order to limit site work. The Project also introduces new pedestrian-friendly and transit-accessible employment and housing opportunities, thereby reducing local traffic.
- **Protect Land and Ecosystems.** The Project addresses the principle of protecting land and ecosystems by redeveloping a previously developed urban area instead of developing a 'greenfield' site outside the City.

[7] Commonwealth of Massachusetts Sustainable Development Principles (website link: http://www.mass.gov/Agov3/docs/smart_growth/patrick-principles.pdf)

- **Use Natural Resources Wisely.** The Project promotes sustainable planning principles through its use of innovative design elements, such as energy and water efficient building systems and operations, reduced construction and operational waste, and environmentally-preferable materials.
- **Expand Housing Opportunities.** The Project will expand housing opportunities within the City of Boston, including affordable housing units.
- **Provide Transportation Choice.** The Project promotes transit-oriented development, as the site is accessible by commuter train, rapid transit, and local buses. In addition, transportation choices will be expanded for residents and visitors through improved pedestrian access and circulation and bicycle storage facilities for both customers and residents.
- **Increase Job and Business Opportunities.** The Project provides new employment opportunities (350 - 400 construction jobs in all trades and approximately 200 new transit-accessible permanent part-time and full-time jobs).
- **Promote Clean Energy.** The Project will be at minimum 20 percent energy efficient in order to meet both the Stretch Energy Code and the City of Boston Zoning Ordinance Article 37 – Green Buildings LEED certifiable requirement. Energy efficient building design and systems when compared to conventional building design will result in reduced GHG emissions.

Community Outreach

The Proponent has a long history of working with the Fenway Neighborhood through development of the Trilogy, 1330 Boylston Street, and Fenway Triangle Mixed Use projects as well as through participation in the planning process leading to the new Article 66 of the Boston Zoning Code for the Fenway Neighborhood District. Chapter 1, *General Information and Regulatory Context* highlights some of the collaborative efforts to date involving community groups and other interested parties relating specifically to the proposed project. The proponent will continue to work with the neighborhood, including the Fenway Civic Association, the Fenway Community Development Corporation, the Audubon Circle Neighborhood Association, the Red Sox organization, and other neighborhood representatives through the review and evaluation of this proposal. Refer to Chapter 1, *General Information and Regulatory Context* for further details on community outreach for the Project.

Summary of Project Benefits

Project-related benefits generally include the revitalization of an underutilized urban site and efficient use of land, promotion of alternative modes of transportation, improved water quality, housing creation and job opportunities, expanded retail options and additional tax revenues. By replacing an underutilized commercial building in a dense urban setting, the Project will substantially contribute to improving the pedestrian and retail vitality, as well as the urban design and architectural character of the Fenway neighborhood. Specific public benefits include:

Site Improvements and Neighborhood Design Benefits

- Redevelop an underutilized urban site into a vibrant transit- and pedestrian-oriented mixed-use development.
- Significantly improve the aesthetic character of the Project Site, which currently consists of a collection of low-story commercial uses.
- Introduce high-quality and iconic architecture to provide a transformative effect for the neighborhood.
- Provide for a project design that was carefully developed to meet the unique needs of a gateway area of the Fenway Neighborhood and complement the urban design characteristics of the surrounding area.
- Improve the urban design characteristics and aesthetic character of the Project Site and its surroundings through the enhancement of the public realm.
- Encourage pedestrian activity through new retail and residential uses creating liveliness along Brookline Avenue and Boylston Street as an extension of the Fenway neighborhood.
- Promote the use of alternative modes of transportation, encourage pedestrian activity, and improve water quality.
- Provide for appropriate building scale and size at the pedestrian realm.
- Enhance the streetscape with the use of signage, street furniture, lighting, and landscaping.
- Provide an outdoor seating area for potential restaurant occupancy at the south-east corner of the Project Site along Boylston Street to enhance street life and character and add diversity to the urban texture.

Transportation Improvements

- Provide no new parking by connecting to the existing three-level underground parking garage at Trilogy (the "Trilogy Garage") allowing for the Project to utilize existing garage driveways on Brookline Avenue and Kilmarnock Street.
- Enhance pedestrian safety and circulation through improved/upgraded sidewalks and street crossings, and improved illumination of pedestrian walkways.
- Balance the vehicular traffic with the pedestrian and bicyclist demands in the neighborhood by incorporating the City's Boylston Street reconstruction plans on the Site, including improved sidewalk spaces and on-site bicycle storage.
- Provide new transit-accessible retail and residential uses (reduced single-occupancy vehicle trips to the Site).
- Accommodate service and loading operations off-street/on-site and internal to the building with a new one-way right turn only egress driveway from the shared Trilogy driveway to allow trucks to exit to Boylston Street.
- Provide new bicycle facilities (in coordination with BTD), including on-site bike storage for retail customers and employees as well as covered/secure bike storage for residents.
- Implement a substantial Transportation Demand Management (TDM) Plan to encourage the use of alternate transportation and discourage single-occupancy vehicle trips.

- Reconstruct the sidewalk at the intersection of Brookline Avenue and Boylston Street to eliminate the channelized right-turn lane and reduce pedestrian crossing points.

Environmental Improvements

- Incorporate state-of-the-art sustainable features (i.e., energy- and water-efficient building systems) into the design of each component of the Project (retail and residential), where feasible and reasonable, in accordance the City's Green Building policies and procedures.
- Off-set impervious area through Low Impact Design (LID) elements (stormwater infiltration systems) to promote the infiltration of stormwater runoff into the ground, in accordance with the Groundwater Conservation Overlay District (GCOD) and DEP Stormwater Management Policy; thereby improving water quality and reducing the rate and quantity of stormwater discharged to the drainage system and the Charles River.
- Reduce stormwater runoff and "urban heat island" effect of the building through the installation of a green roof system on the 2-story retail roof areas.
- Consider building design (i.e., façade materials, height, and massing) to mitigate the potential for collision of passing birds.
- Use "night-sky friendly" site lighting fixtures.

Infrastructure Improvements

- Utilize the existing adequate infrastructure capacity requiring no major infrastructure upgrades.
- Upgrade on-site drainage system resulting in reduced rates and quantities of stormwater discharged to the BWSC stormwater drainage system and, ultimately, the Charles River Basin.

Economic and Community Benefits

- Enhance the economy within the Fenway by providing new job opportunities and a source of customers for local retail and service establishments.
- Create 350 to 400 construction jobs in all trades.
- Create approximately 200 new transit-accessible employment opportunities (permanent part-time and full-time jobs).
- Increase annual property tax revenue for the City of Boston.
- Provide approximately 320 new housing units in close proximity to downtown Boston, a portion of which will be set aside as affordable rental housing.

Further, the Proponent will submit a Boston Residents Construction Plan, in accordance with the Boston Jobs Policy. To effectuate the Proponent's affordable housing commitment, the Proponent will finalize an affordable housing agreement with the BRA during the Article 80 review period for an affordable housing contribution.

Summary of Project Impacts

The Project has been thoughtfully designed to integrate into the surrounding neighborhood and to achieve the goals of the Fenway Neighborhood District. As presented in detail in subsequent chapters, this expanded PNF compares the future no-build and build conditions in order to identify the potential for the Project to impact the environment and/or community. This section summarizes the potential impacts of urban design, transportation, wind, shadow, daylight, solar glare, air quality, noise, solid and hazardous waste, geotechnical/groundwater, water quality, construction, sustainable design, historic resources and infrastructure in connection with the Project and proposed mitigation.

■

Urban Design

Historically, the project area has included industrial and automotive uses, which have transitioned into 'service' uses, such as fast food establishments and convenience retail. Boylston Street is an important vehicular connector serving the neighborhood and linking downtown to the Longwood Medical and Academic Area and the City of Brookline to the west. The urban design strategies of the Project have largely grown out of and evolved from input from the local Fenway community groups as well as the BRA. As discussed in Chapter 2, *Urban Design*, the Project proposes to expand upon the recent developments in the Fenway area and the positive growth along Boylston Street. The design goal of the Project is to help realize the revitalization of Boylston Street through a strengthened gateway into the Fenway neighborhood with a new iconic landmark that invigorates the pedestrian realm with both residential and commercial activity.

Public realm improvements, such as an enhanced pedestrian path connecting Brookline Avenue and Boylston Street, and the proposed open space at the southeast corner of the Project Site along Boylston Street (for outdoor seating area for a restaurant) will add character and diversity to the urban texture. The proposed transparent pedestrian connection between the Project and Trilogy over the shared driveway (also a connecting street) will also contribute to a more lively and active streetscape. Additionally, new streetscapes will be enhanced by new signage, street furniture, and lighting and landscaping.

■

Transportation

The Project is designed to maximize pedestrian access and to minimize traffic and parking impacts. With the many planned transportation infrastructure projects aimed at improving transit, pedestrian, bicycle, and traffic operations in the Fenway neighborhood, the additional traffic generated by the Project is expected to have a limited impact on the area's roadways. The results of the transportation analyses presented in Chapter 3, *Transportation* indicate that there will be no substantial changes in overall level of service (LOS) in the traffic study area as a result of the Project.

The Project includes no new parking and will utilize parking spaces at the existing Trilogy Garage and the existing driveways on Brookline Avenue and Kilmarnock Street. The Trilogy garage was constructed with excess capacity intended for the Project. Any additional parking demands will be met in other area garages owned by the Proponent or its affiliates in the neighborhood.

The Project embraces the City's plans for activating the pedestrian realm, providing bicycle facilities, and establishing a cohesive streetscape for the corridor as a whole. The Project is designed to maximize pedestrian access and to minimize traffic and parking impacts. The Project has parking opportunity at Trilogy's three-level underground parking garage, which is accessed from Brookline Avenue via an internal driveway on east of the Project Site. This area between the proposed building and the Trilogy building will accommodate off-street service and loading for the Project in a dedicated loading dock. It is anticipated that the frequency of truck traffic at this location will be low. To facilitate truck maneuvering, a new curb cut providing one-way egress for trucks with a right-turn only onto Boylston Street will be provided. It is envisioned that this curb cut will be flush with the sidewalk to re-enforce that the Boylston Street frontage is a pedestrian zone. Also, the Project includes a designated on-street loading zone adjacent to the Project Site on Brookline Ave for vehicles that do not schedule the loading dock or, due to size, cannot be accommodated on-site.

■

Pedestrian Wind

The Project has been designed to minimize or, where possible, eliminate negative effects on the pedestrian wind environment, as it incorporates mitigating elements into its design. Due to wind exposure and the constrained size and shape of the Project Site, eliminating Project-related wind impacts has proven to be particularly challenging. As discussed in Chapter 4, *Environmental Protection*, over 20 iterations of wind tunnel mitigation testing was conducted in an effort to improve upon local wind conditions. Based on these tests it has been determined that the construction of any building taller than the existing single-story building at the Project Site will be exposed to the uninterrupted prevailing winds from the northwest compass quadrant. A large number of mitigation options were considered and analyzed, and the ones that achieve the best results are proposed and compared against the baseline conditions. Given the challenge with winds at the Project Site, significant consideration was given to the building design with regard to minimizing wind effects in the vicinity. The currently proposed configuration almost completely addresses unacceptable wind conditions. The final design of the project will include additional refinements such as landscaping, awnings, and wind screens to adjust conditions for specific ground level uses.

■

Shadow

To be expected when replacing a low-density, suburban-style development pattern with urban buildings of varying heights, the Project will result in new shadows within roads and sidewalks during various times of the year. The majority of new shadows are along the portions of Brookline Avenue within the vicinity of the Project Site. There is no negative impact on the Back Bay Fens—a park that is part of the Emerald Necklace landscape feature that meanders to the west of the Project Site.

The presence of these new shadows is consistent with the urban environment and planning objectives of the neighborhood, and when combined with the Proponent's proposed enhancements to the public realm in the area, are not likely to discourage the use of sidewalks or public areas in the vicinity of the Project Site. It is anticipated that the neighborhood will benefit from the Project because it will draw more pedestrian traffic to it and the surrounding area, thus enhancing commercial and recreational activities within the neighborhood.

■

Daylight

Each viewpoint (the centerlines of Boylston Street, centered on the southern façade of the building, and Brookline Avenue, centered on the northern façade of the building) will experience an increase in skyplane obstruction under the Build Condition. This effect is to be expected and cannot be avoided when replacing low-rise building with a much taller building with the varied massing. The proposed redevelopment is consistent with the planning goals for the Fenway neighborhood and these portions of the Boylston Street and Brookline Avenue corridors (e.g., mixed-use development of higher densities than what currently exist). While the desired density and massing of the Project necessitates obstructing a portion of the views at the Site, the varied massing of the Project lessens the impact on daylight as compared to a build option that would use a uniform massing. Additionally, pedestrian enjoyment of the urban experience along Boylston Street and Brookline Avenue will be improved through public realm improvements where the net effect of the Project will be a substantial enhancement of the public realm in this area.

■

Solar Glare

The Project will not result in solar glare impacts on streets (visual impairment vehicle traffic), or on public open spaces and pedestrian areas (discomfort due to reflective spot glare). The Project will not produce solar heat buildup on nearby buildings that may receive reflective sunlight from the proposed building. The proposed building design specifications, such as façade design, glazing systems with specific solar and optical characteristics as well as streetscape improvements (i.e., street trees) are considered to mitigate the reflected glare from the viewers' viewing directions. Additionally, the proposed building design aims to minimize any negative solar glare effects on passing birds by creating a façade composed of a series of angled elements that alternate between masonry and glazed panels, thus disconnecting visual reflections.

■

Air Quality

The Project Site is located in the Boston Metropolitan area, which has been classified as a "Maintenance" area for CO and an attainment area for PM10 and PM2.5. The microscale ("hot spot") air quality analysis presented in Chapter 4, *Environmental Protection* demonstrates that the Project will meet and is well below the Massachusetts DEP criteria and National Ambient Air Quality Standards (NAAQS) for CO, PM10, and PM2.5. The Project will incorporate reasonable and feasible mitigation measures, including a Transportation Demand Management Plan to reduce vehicle emissions.

■

Water Quality and Flood Hazard

The Project Site is located within the Groundwater Conservation Overlay District (GCOD), as defined in Article 32 of the Zoning Code. This zoning article sets forth requirements that promote the infiltration of runoff from impervious site areas within the district. The proposed stormwater management system has been designed to address District requirements.

The Project represents an opportunity to improve the quality and reduce the quantity of site stormwater runoff compared to existing conditions through the implementation of improved stormwater management practices in compliance with the 2008 DEP Stormwater Management Policy and Standards. The Project includes stormwater infiltration, which promotes the introduction of stormwater runoff into the ground and reduce the rate and quantity of stormwater discharged to the municipal drainage system and, ultimately, to the Charles River. The infiltration system will have a positive impact on the surrounding groundwater table.

There are no wetlands in the immediate vicinity of the Project Site and the Project is not located in a designated flood hazard zone as indicated by a review of the most recent flood mapping available from the Federal Emergency Management Agency (FEMA).

■

Groundwater and Geotechnical

Groundwater levels are not expected to be impacted as part of the planned construction due to stormwater infiltration proposed for the Project, a described above. Rather, groundwater levels in portions of the Project Site may increase due to stormwater infiltration proposed for the Project, in accordance with the GCOD (discussed further in Chapter 5, *Infrastructure Systems*). The foundation construction will include the installation of deep end-bearing piles and/or rock-socketed drilled shafts to support the proposed building.

■

Solid and Hazardous Waste

Presently, there is no known subsurface contamination requiring notification to the DEP. Any on-site hazardous materials, including asbestos containing materials identified in the existing buildings or encountered during construction will be handled in accordance with federal, state, and local regulations. Regarding solid waste during operations, the building will include recycling receptacles/space at each residential floor level and at the loading dock for collection. Retail tenants will utilize disposal services that recycle waste off-site.

■

Noise

The noise analysis presented in Chapter 4, *Environmental Protection* determined that the maximum sound levels that the Project may generate comply with the City of Boston's noise standards at the sensitive receptor locations. The Project will not generate noise levels that exceed the City's noise criteria during the daytime and nighttime period, respectively. The rooftop mechanical equipment has been strategically located on the roof in a mechanical room of the proposed building (Levels 23 and 24). Additionally, during the selection process of the rooftop mechanical equipment, the Proponent will select equipment (including any necessary mitigation measures) that would result in sound levels that do not exceed the maximum sound levels determined in this evaluation. Since majority of the service and loading activities will be serviced on-site and within the proposed building, noise impacts to the sensitive receptor locations will be negligible.

■

Construction

Construction impacts are temporary in nature and are typically related to air (dust), noise, and runoff. During construction, measures will be implemented to minimize water quality impacts and avoid impacts to abutters. A plan to control construction-related impacts including erosion, sedimentation, and other pollutant sources during construction and any land disturbance activities shall be developed and implemented. In order to manage construction worker and vehicle traffic to/from the Project Site, the Proponent will work with the BTD to develop a site specific Construction Management Plan (CMP). The construction specifications will include measures to mitigate fugitive dust emissions. Heavy machinery is expected to be used intermittently throughout the Project's construction phases, typically during daytime periods. The Proponent will prepare and adhere to a rodent control program prior to demolition and on a regular basis throughout the duration of construction. Fencing and signage will be posted to alert pedestrians of construction activities as well as personnel to the safety requirements. Coordination with the Boston Police Department will be essential in providing safe travel routes for pedestrians during peak construction periods.

■

Sustainable Building Design

In accordance with Article 37 of the Boston Zoning Code – Green Buildings, the Proponent intends to incorporate state-of-the-art sustainable design features into the Project where feasible and reasonable in order to achieve a level of "certifiable"[8] using the U.S. Green Building Council (USGBC) Leadership in Environmental and Energy Design (LEED®) Green Building Rating System. The current building design achieves a 23 percent energy savings compared to the baseline building design (based on preliminary building energy modeling), which surpasses the Stretch Energy Code requirement. Chapter 4, *Environmental Protection* provides further detail on achievable LEED credits for the Project.

■

Infrastructure Systems

The existing city and utility infrastructure systems are adequately sized to accept the demand associated with the development and operation of the Project, based on initial investigations with the appropriate agencies and utility companies. Appropriate low-flow and low-consumption plumbing fixtures for the rental units are anticipated to achieve a reduction in water usage of 30 to 40 percent over the baseline.

The Project will not result in the introduction of any peak flows, pollutants, or sediments that would potentially impact the receiving waters of the local BWSC stormwater drainage system. The Project will improve the quality and quantity of site stormwater runoff compared to existing conditions, including consideration for groundwater recharge in accordance with the GCOD. Additionally, the proposed

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[8] LEED "certifiable" indicates that a building meets the energy reduction requirements under the most appropriate LEED building rating system, but has not officially registered with the USGBC to become certified.

stormwater management systems will comply with the 2008 DEP Stormwater Management Policy and Standards.

■

Historic Resources

There are no inventoried or State-Register listed properties within the Project Site as the structures on-site are not of significant historical value and are generally in poor condition. Removal of the existing building will not have an adverse impact on the building as it is not considered a significant historic resource.
There are numerous properties that are in the Inventory of Historic and Archaeological Assets of the Commonwealth and the State Register of Historic Places within one-quarter mile of the Project Site, including the Sears Roebuck & Company Mail Order Store, Fenway Park, and the Olmsted Park System (Emerald Necklace). No significant impacts either visually or by shadows are anticipated to the historic properties/sites noted above as a result of the Project. The Project will have a beneficial impact on the immediate and surrounding area from both an aesthetic and functional standpoint and it is consistent with the City's new Fenway zoning.

Expanded PNF Contents

Each chapter of this PNF begins with a bulleted list of key findings and benefits followed by a discussion of the technical analyses which assess the Project's potential impacts, in accordance with the Article 80 Large Project Review requirements. This expanded PNF examines issues, such as urban and architectural design, sustainable and green building design, transportation, various environmental impact categories, infrastructure systems, and historic resources.

Chapter 1: General Information and Regulatory Context presents the development team, and discusses the regulatory controls and anticipated approvals and permits.

Chapter 2: Urban Design presents the planning and design goals, describes the neighborhood context and public realm, describes the visual aesthetics and architectural design of the Project, including height and massing of the structures, and describes the proposed ground level treatment, including pedestrian amenities and landscaping.

Chapter 3: Transportation presents the traffic impact and access study for the Project, including proposed traffic-related improvements and construction traffic management measures.

Chapter 4: Environmental Protection presents findings from the environmental studies that assess the potential Project impacts and the proposed feasible measures intended to mitigate, limit, or minimize Project impacts.

Chapter 5: Infrastructure Systems describes the anticipated water consumption and sewage generation, and proposed utilities, including stormwater management facilities required for the Project.

Chapter 6: Historic Resources identifies any historic properties /districts within close proximity of the Project Site, and describes any effects to these properties and proposed mitigation as a result of the Project.

Chapter 7: Project Certification confirms that the expanded PNF has been submitted to the Boston Redevelopment Authority, as required by Article 80 of the Zoning Code, in February 2013.

Supporting technical appendices include:

- Appendix A Letter of Intent
- Appendix B Transportation Supporting Documentation
- Appendix C Wind Supporting Documentation
- Appendix D Solar Glare Supporting Documentation
- Appendix E Air Quality Supporting Documentation
- Appendix F Noise Analysis Supporting Documentation

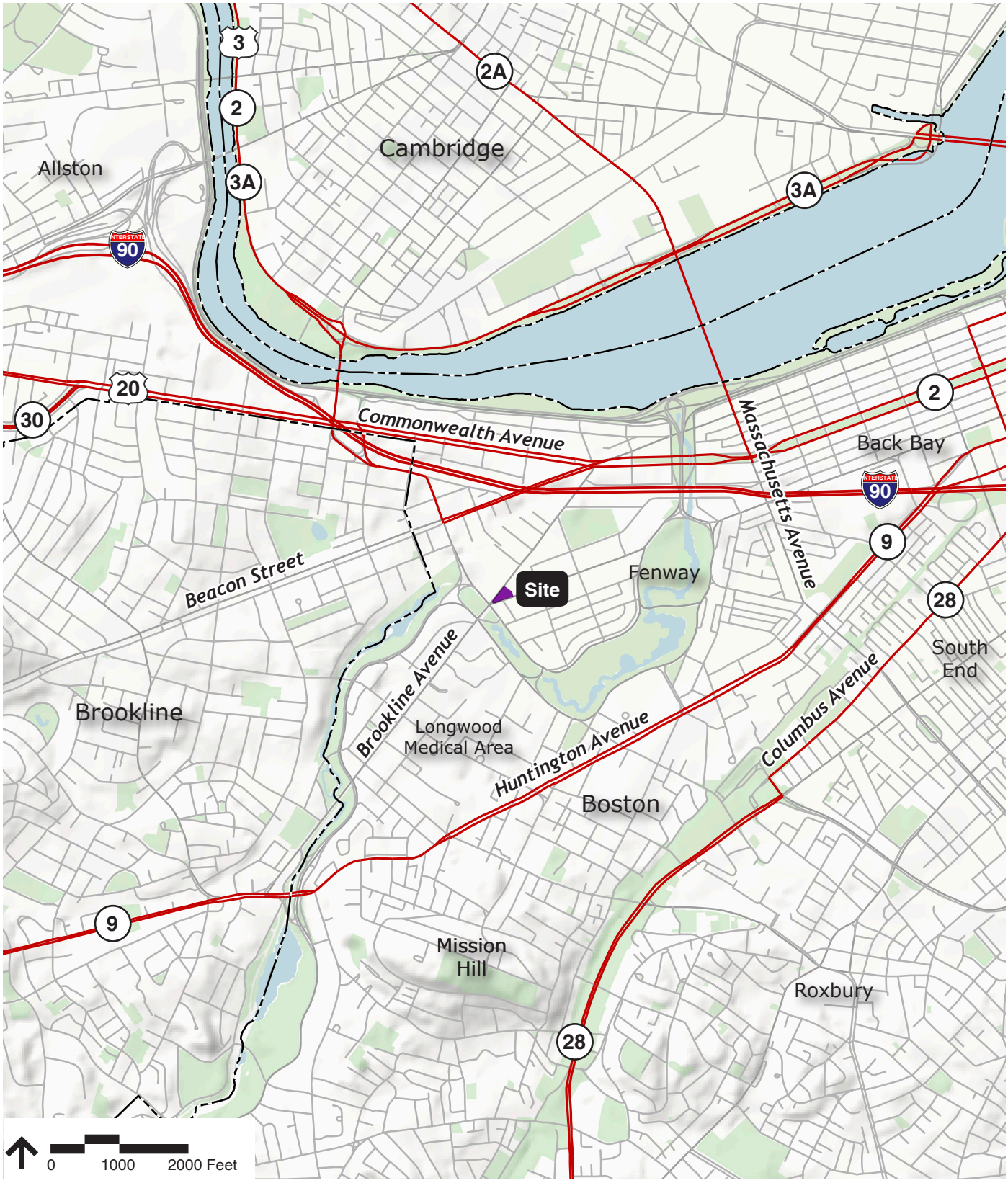


Figure S.1
Site Location Map



Figure S.2
Project Area Context

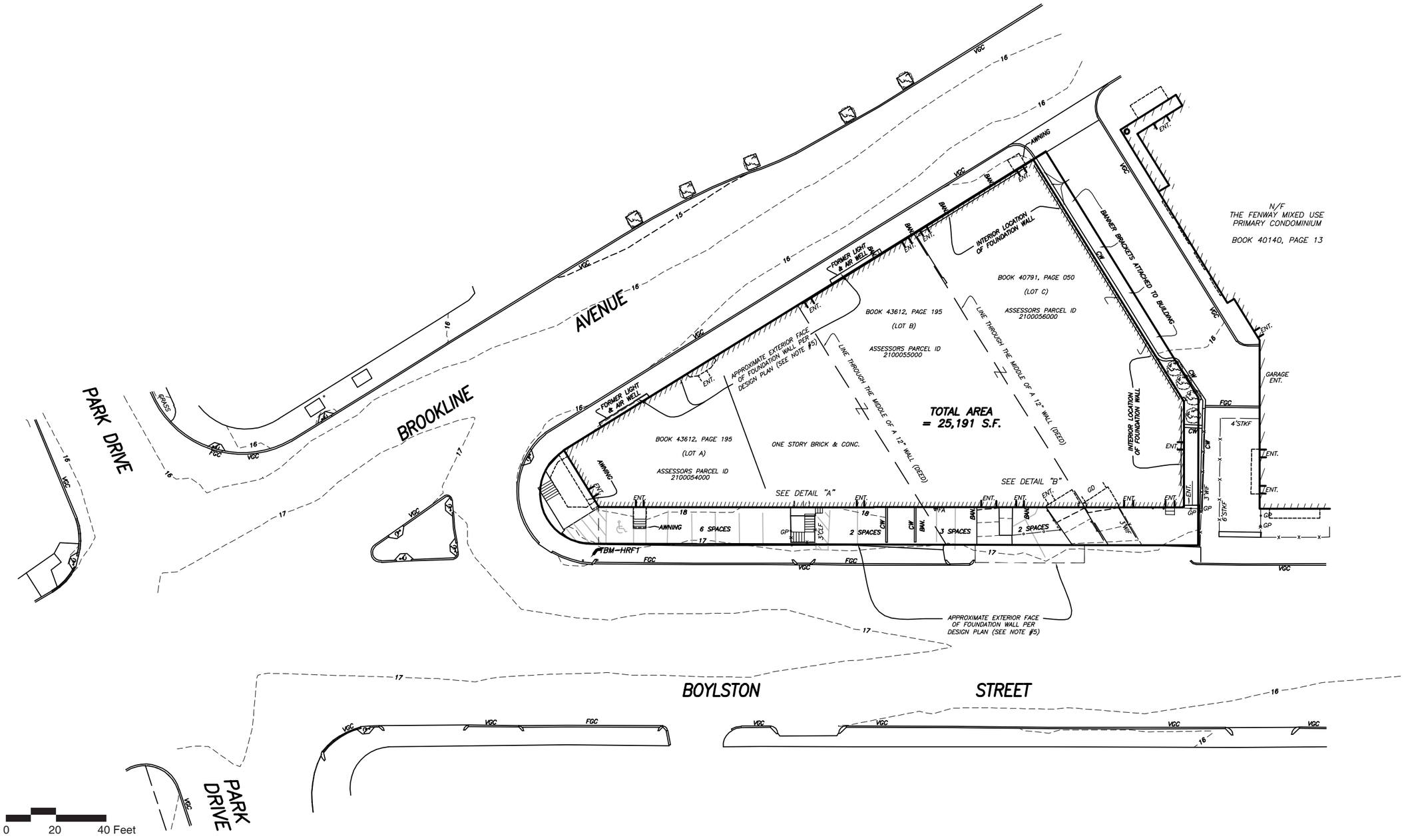
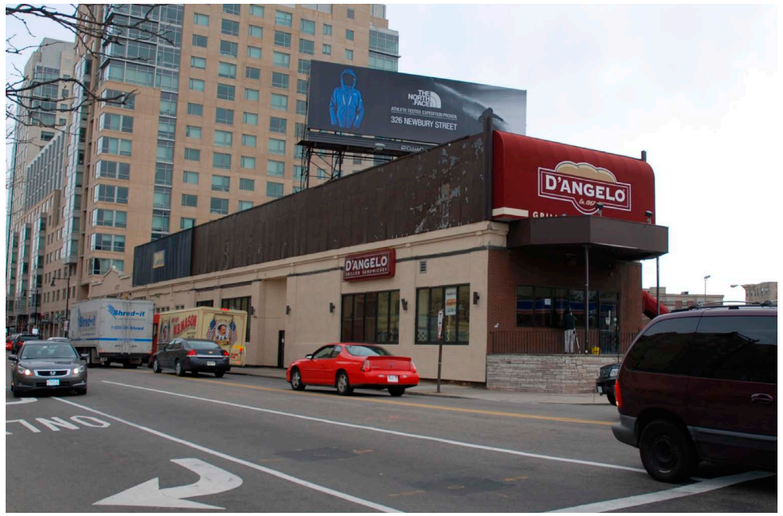


Figure S.3
Existing Conditions Site Plan



Corner of Brookline Avenue and Park Drive looking Southeast



Brookline Avenue Landmark Center sidewalk looking Southwest



Boylston Street project sidewalk looking East



Corner of Boylston Street and Park Drive looking Northeast



Boylston Street Shaw's sidewalk looking Northwest



Boylston Street project sidewalk looking West

Figure S.4
Existing Site Photographs

Project Site Boundary

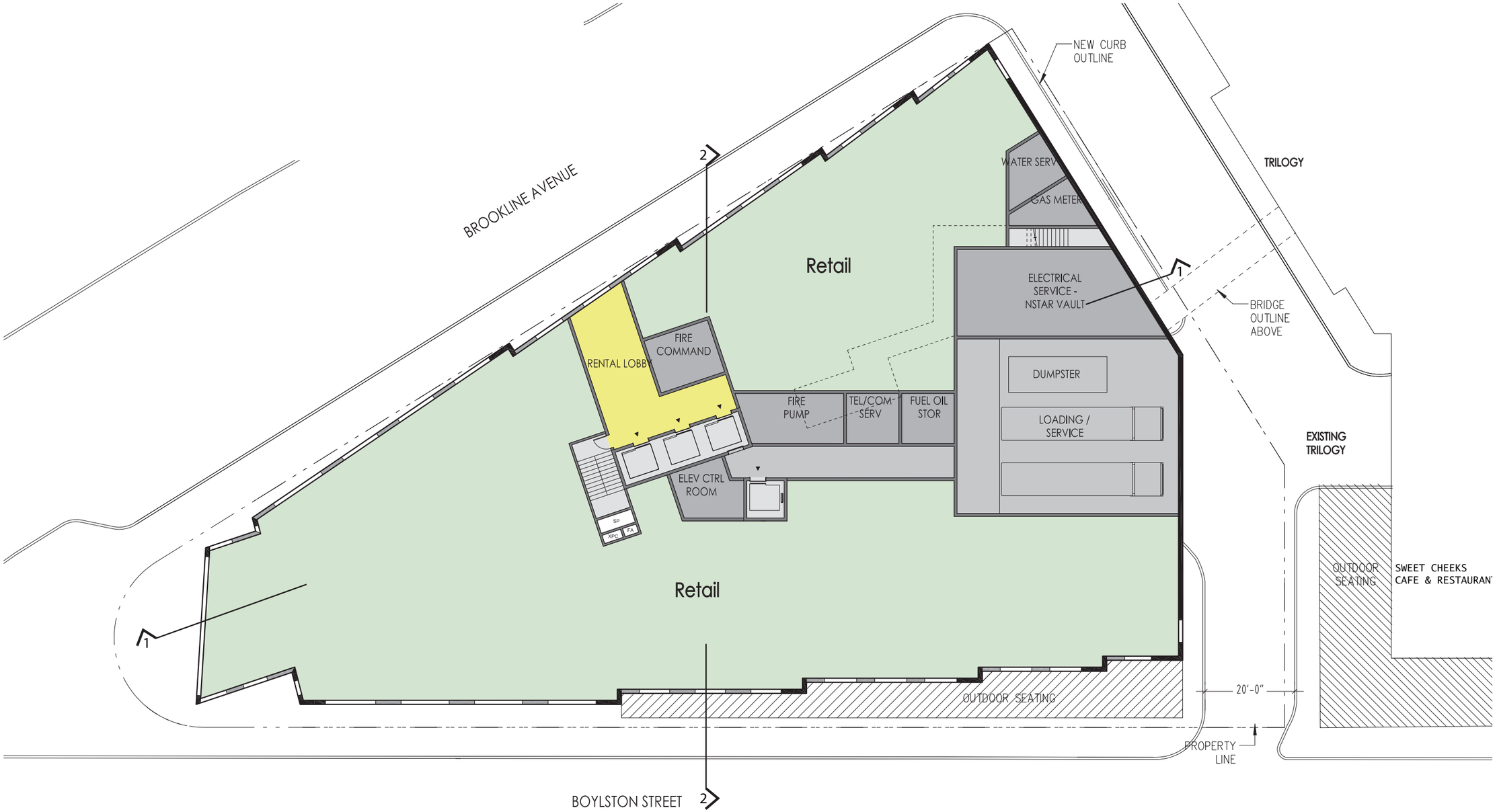


Figure S.5a
Proposed Ground Floor Plan

Project Site Boundary

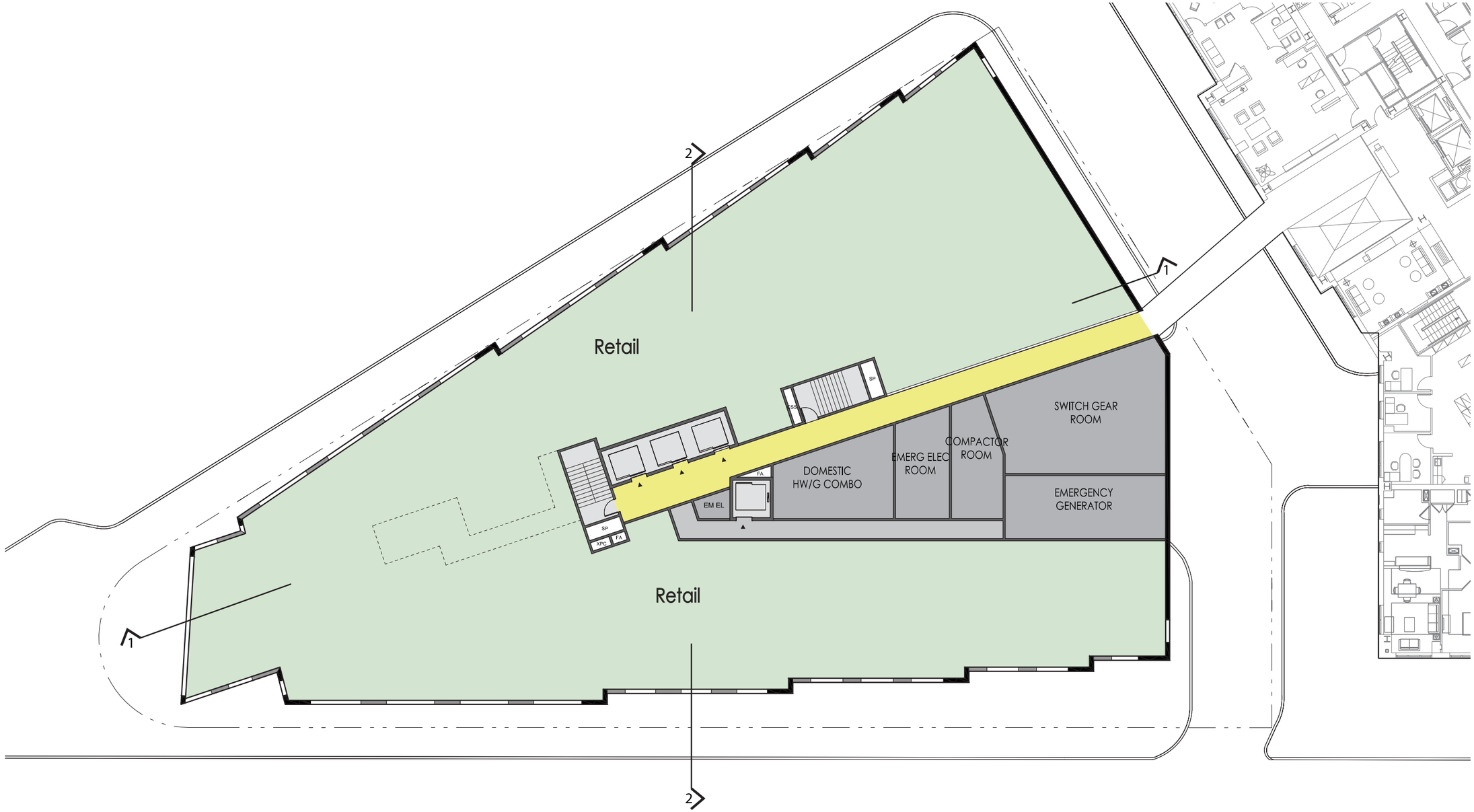


Figure S.5b
Proposed Level 2 Floor Plan

Project Site Boundary



Figure S.5c
Proposed Level 3-4 Typical Residential Floor Plan

Project Site Boundary



Figure S.5d
Proposed Level 5-9 Typical Residential Floor Plan

Project Site Boundary



Figure S.5e
Proposed Level 10-12 Typical Residential Floor Plan



Figure S.5f
Proposed Level 13-22 Typical Residential Floor Plan

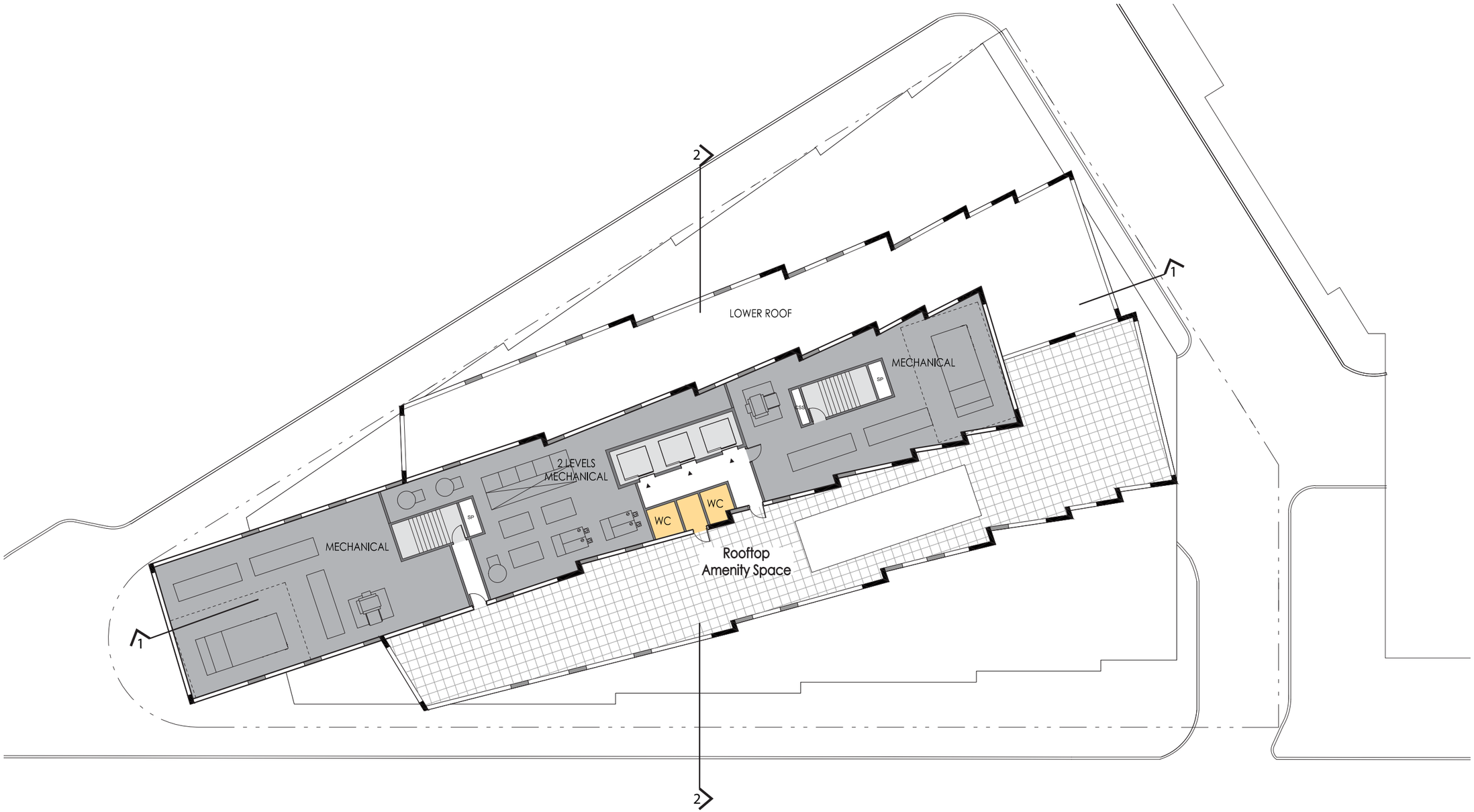


Figure S.5g
Proposed Roof Level Floor Plan



Figure S.6
Project Rendering - Bird's Eye View of Boylston Street

1

General Information and Regulatory Context

Introduction

For more than a decade, Samuels & Associates has been actively involved in the revitalization of the Fenway neighborhood in collaboration with the community and the BRA. Samuels & Associates was a strategic participant in the rezoning efforts that began in 1997 and that now help shape the vision of an urban village for the Boylston Street corridor. Samuels & Associates has also planned and implemented a number of development projects within the neighborhood, including Trilogy, 1330 Boylston, and Fenway Triangle Mixed Use Project – all of which have served as the catalyst for the redevelopment of Boylston Street. The following chapter provides an overview of the Project, presents the development team, and discusses the regulatory controls and approvals/permits anticipated for the Project.

Applicant Information

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Development Team

Proponent/Developer

Fenway Ventures Point Properties, LLC
c/o Samuels & Associates
333 Newbury Street
Boston, MA 02115
617- 603-5444
Contacts: Joel Sklar, Executive Vice President of Acquisitions and Development
Leslie Cohen, Senior Vice President of Development
Melissa Schrock, Development Manager

Architect

Arquitectonica
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New York, New York 10011
212-254-2700
Contacts: Samuel Luckino, AIA, LEED AP, New York Office Director
Jooyeol Oh, AIA, LEED, Senior Associate

Legal Counsel

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617-482-1776
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William Dillon, Esq.

Civil Engineering, Transportation Engineer, Permitting, Historic Advisor, Sustainability Consultant

Vanasse Hangen Brustlin, Inc./VHB
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Boston, MA 02210
617-728-7777
Contact: Mark Junghans, P.E., Principal /Office Manager

Mechanical/Electrical/Plumbing Engineer

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One Kendall Square, Suite B2204
Cambridge, MA 02139-1571
617-494-9090
Contact: Robert Leber, P.E. LEED AP, Senior Vice President

Geotechnical and Environmental Consultant

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2269 Massachusetts Avenue
Cambridge, MA 02140
617-868-1420
Contact: Ambrose J. Donovan, P.E., L.S.P., Principal

Wind Consultant

Rowan Williams Davies & Irwin Inc. (RWDI)
650 Woodlawn Road West
Guelph, Ontario, Canada N1K 1B8
519- 823-1311
Contact: Frank Kriksic, Principal

Structural Engineer

McNamara/Salvia, Inc.
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(617) 737-0040
Contact: Adam McCarthy, P.E., Managing Principal

General Contractor/Construction Manager

John Moriarty & Associates
3 Church Street
Winchester, MA 01890
781-729-3900
Contact: John J. Moriarty, President

■

Prior Development Experience

The Proponent is an affiliate of Samuels & Associates, the real estate development and management firm based in Boston. Steven Samuels, President of Samuels & Associates, has overseen the successful development of over fifty projects in seven states, including many urban projects that satisfy the needs of communities and enhance local neighborhoods. A pioneer in urban planning and development in Boston, Samuels & Associates has produced a number of high quality mixed-use and retail venues in Boston neighborhoods, such as the 440,000 square foot South Bay Center in Dorchester, providing a full complement of necessity retail to the surrounding neighborhoods.

As previously mentioned, Samuels & Associates has been actively involved in the revitalization of the historic Fenway, including working with the Fenway neighborhood on the rezoning efforts that began in 1997 and helped shape the vision of an urban village for the Boylston Street corridor. Additionally, Samuels & Associates has developed three signature projects in the neighborhood: Trilogy; 1330 Boylston; and Fenway Triangle Mixed Use Project. All of these projects have served as the catalyst for the redevelopment of Boylston Street in the Fenway. Trilogy, completed in 2006, is located on the north side of Boylston Street within the Fenway Triangle andadded 576 residential units, ground floor restaurants, and retail to the neighborhood. 1330 Boylston, completed in 2008, is located on the south side of Boylston Street and included 200 residential units as well as a new home for the Fenway Community Health Center. The most recent project, the Fenway Triangle Mixed Use Project, consists of two mixed use buildings with residential and office uses proposed above a retail base at 1325 Boylston Street and 132 Brookline Avenue. This project will commence construction this year (2013).

Samuels & Associates supports a full range of Boston community organizations, including among others, the Boston Main Streets Foundation, the Boston Medical Center, the Boston Police Activities League, the Fenway Alliance, Fenway Civic Association, Fenway Community Development Corporation and others.

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Legal Information

The Proponent is not aware of any legal judgments or pending actions which concern the Project.

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

The Proponent owns no real estate in Boston for which real estate tax payments are in arrears.

Site Control/Public Easements

The Proponent owns the entire Project Site by virtue of the deeds recorded in the Suffolk County Registry of Deeds in Book 43612, Page 195 and in Book 43612, Page 240. There are no public easements on, over or under the Project Site.

■

Financial Information

The Proponent will submit the Project's financial information under separate cover to the BRA, if requested.

Regulatory Controls, Approvals, and Permits

■

Anticipated State and Local Permits and Other Approvals

Table 1-1 lists the anticipated permits and approvals from state, and local governmental agencies, which are presently expected to be required for the Project, based on information currently available. It is possible that not all of these permits or actions will be required, or that additional permits or actions may be needed.

Table 1-1
List of Anticipated Permits and Approvals

Agency/Department	Permit/Approval/Action
Commonwealth of Massachusetts[1]	
Department of Conservation and Recreation (DCR)	Design Review
	Construction and Access Permit
MA Department of Environmental Protection (DEP), Division of Water Pollution Control	Compliance Certification for Sewer Extensions for Sanitary & Industrial Connections 15,000-50,000gpd
MA DEP, Division of Air Quality Control	Fossil Fuel Utilization Permit - Self Certification
	Notice of Asbestos Removal
	Notice of Commencement of Demolition and Construction
	Temporary Construction Dewatering Permit
Executive Office of Energy and Environmental Affairs (EEA)	Review of an Environmental Notification Form (ENF) under the Massachusetts Environmental Policy Act (MEPA).
Massachusetts Historical Commission (MHC)	Review of a Project Notification Form (PNF). To be submitted in February 2013.
City of Boston	
Boston Redevelopment Authority (BRA)	Article 80 Large Project Review; Recommendation of Trilogy PDA and Map Amendment Approval; Recommendation of Text Amendment Approval; Cooperation Agreement; Affordable Housing Agreement; other applicable Article 80 agreements
Boston Zoning Commission	Approval of Trilogy PDA Text Amendment and Map Amendment, including GCOD compliance approval
Boston Civic Design Commission (BCDC)	Schematic Design Review
Boston Landmarks Commission	Article 85 Demolition Delay (Determination of No Significance)
Boston Parks and Recreation Department	Approval of Demolition and Construction within 100 feet of Park or Parkway
Boston Transportation Department (BTD)	Transportation Access Plan Agreement; Construction Management Plan
Boston Department of Public Works	Street Opening Permit; Street/ Sidewalk Occupancy Permit
Public Improvement Commission	Specific Repair Approval for Sidewalk and Curb Improvements; Maintenance Agreement; Permit for Sign, Awning, Canopy
Boston Water and Sewer Commission (BWSC)	Local Sewer and Water Tie-in and Site Plan Approval
Boston Fire Department	Flammable Storage Permit
Boston Department of Inspectional Services	Building Permits; Other Construction-Related Permits; Site Cleanliness Permit; Certificates of Occupancy

GCOD Groundwater Conservation Overlay District
PDA Planned Development Area

■

Zoning Controls

The Project Site is located in the Fenway Triangle Neighborhood Development Area (NDA) of the Fenway Neighborhood District pursuant to Article 66 of the Code. The Fenway Triangle NDA District is shown on Map 1Q of the City of Boston Zoning Maps. The Project Site is within the Gateway Development Area Overlay District, Restricted Parking Overlay District (RPOD), the Greenbelt Protection Overlay District and the Groundwater Conservation Overlay District (GCOD). The Project Site is located within an area in which Planned Development Area (PDA) designations are allowed under Section 66-27 of the Code.

Table 1-2 below presents a comparison of the Project's proposed uses, dimensions, parking, loading and design elements with the use, dimensional, parking, loading, and design requirements of the underlying zoning, including Article 66 of the Code.

Table 1-2
Zoning Code Dimensional Regulations and Project Dimensions

Category	Article 66/Underlying Zoning	Proposed Design
Permitted Uses (partial list)	Multi-family; Restaurant; Bank; General Retail Business[1]; Bar; Local Retail Business; Restaurant; Small Take-Out Restaurant; Large Take-Out Restaurant[2], Accessory Parking; Accessory Offices; Accessory Services for Apartment Residents; Accessory Swimming Pool.	Multi-family; Restaurant; Bank; Bar; General Retail Business; Local Retail Business; Small Take-Out Restaurant; Large Take-Out Restaurant; Accessory Offices; Accessory Services for Apartment Residents; Accessory Swimming Pool; Ancillary Uses.
Floor Area Ratio (FAR)	7.0 FAR as of right; 12.0 FAR for projects that comply with Large Project Review	12.0 FAR[3]
Maximum Building Height	135 feet as of right; 250 feet for projects that comply with Large Project Review	250 feet[4]
Parking Spaces[5]	Residential: The minimum and maximum number of spaces is 0.75 spaces per dwelling unit Retail: The minimum number of spaces is none and the maximum is 0.75 spaces per 1,000 square feet	No new parking. Shared parking with adjacent Trilogy project is contemplated
Off-Street Loading Bays	To be determined in Article 80 Large Project Review (Section 66-42)	Three (3) bays, two of which are active and one trash collection area
Minimum Front Yard Setback[6]	None	0
Minimum Side Yard Setback	None	0
Minimum Rear Yard Setback	None	0
Minimum Lot Size	None	25,191 square feet
Minimum Lot Width	None	173.64 feet
Minimum Lot Frontage	None	241.47 feet
Minimum Usable Open Space per Dwelling Unit (D.U.)	75 square feet per dwelling unit, or 20,625 square feet	12,589 square feet

1 General Retail Business and Local Retail Business is allowed in the NDA district if it is located on the ground floor and is less than 35,000 square feet (Table A of Article 66).

2 A Small Take-Out Restaurant is not greater than 1,000 square feet. Small Take-Out Restaurant and Large Take-Out Restaurant (greater than 1,000 square feet) are conditional uses in the NDA subdistrict (Table A of Article 66).

3 Based on a total building area of 302,292 SF, which excludes roof structures and penthouses which will be used for mechanical or elevator equipment, other structures not devoted to human occupancy, or exterior rooftop amenity areas, such as decks, pools, patios or other open space.

4 Excludes roof structures and penthouses, which will be used for mechanical or elevator equipment, other structures not devoted to human occupancy, or exterior rooftop amenity areas, such as decks, pools, patios or other open space, and enclosed areas associated therewith, such as changing rooms and restrooms.
5 In a PDA, the number of parking spaces for residences may be increased to 1.0/D.U. (Section 66-28.1(c)).
6 Section 66-43.4 provides that for a lot abutting more than one street, the requirements for Front Yards shall apply along every Street Line except as otherwise provided in Section 66-43. Section 66-43.4 also provides that the Front Yard requirements shall apply to that part of a Lot line that is also a Street Line extending more than 100 feet from the intersection of such line with another Street. Table E of Article 66 provides that no front yards are required in the NDA. Section 66-8(3) requires that PDAs fronting on Boylston Street have a front yard of 15 feet.

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Planned Development Area (PDA)

The Proponent intends to seek approval for an amendment to the Development Plan for Planned Development Area No. 56 (the "Trilogy PDA") for the Project, as currently allowed under Section 3 1A.a of the Code and as allowed under Section 66-27 of Article 66. The Trilogy PDA, which first will be submitted in draft form to the BRA, will set forth the use, bulk, dimensional, parking, loading, and design requirements applicable to the Project and will, if approved, supersede underlying zoning requirements for the Project Site. Pursuant to Section 80C of the Code, the approval process for the Trilogy PDA and map amendment requires public hearing and approval by both the BRA and the Zoning Commission.

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Article 80 Review – Large Project Review

Because the proposed building exceeds 50,000 square feet, the Project is subject to the requirements of Large Project Review pursuant to Article 80 of the Code. Since the proposed building also exceeds 100,000 square feet, the Project is subject to schematic design review by the Boston Civic Design Commission (BCDC) under Article 28 of the Code.

Based on a comprehensive approach to addressing potential impacts and mitigation similar to the level of information normally presented in a Draft Project Impact Report (DPIR), it is the desire of the Proponent that the BRA, after reviewing public and agency comments on this expanded PNF and any further responses to comments made by the Proponent, may issue a Scoping Determination Waiving Further Review pursuant to the Article 80B process.

Preliminary Development Impact Project (DIP) Information

The Project is not anticipated to contain more than 100,000 square feet of gross floor area of Development Impact Uses, as defined under Section 80B-7 of the Code. However, if the final Project uses constitute a Development Impact Project under Section 80B-7 of the Code, the Proponent will comply with all exaction requirements applicable under the Code to the portion of the Project in excess of 100,000 square feet of gross floor area of Development Impact Uses.

■

Conformity with Public Benefits Criteria

Section 66-30 provides that the BRA may approve a Development Plan for the project as meeting the requirements of Section 80C-4 (Standards for Planned Development Area Review Approval) for consistency with the applicable planning and development criteria of Article 66 if the Development Plan provides for public benefits, including one of the following: (a) diversification and expansion of the Fenway's economy and job opportunities through economic activity, such as private investment in manufacturing, commercial uses, or research and development; (b) creation of new job opportunities and establishment of educational facilities, career counseling , or technical assistance providing instruction or technical assistance in fields related to such jobs; (c) improvements to the urban design characteristics and aesthetic character for the development site and its surroundings, and the enhancement of existing open space or the creation of new open space; or (d) improvements to transportation systems.

The Project, in satisfaction of the foregoing requirements of Section 66-30, will provide a range of public benefits to the Fenway Neighborhood. The creation of new residential dwelling units will provide a significant new source of community housing opportunities while enhancing the economy within the Fenway by providing a new source of customers for local retail and service establishments. The proposed housing, retail, and other commercial uses are compatible with the surrounding Fenway residential community and will preserve and expand the economy and job opportunities within the Fenway. The proposed project design, carefully developed to meet the unique needs of this gateway area of the Fenway Neighborhood will complement the urban design characteristics of the surrounding area, as discussed in the Urban Design section of this PNF, will significantly improve the aesthetic character of the development site, which currently consists of a collection of single-story commercial uses with surface parking and inadequate public sidewalks.

Based on the foregoing, the Project satisfies the public benefit requirements applicable to Planned Development Area Development Plans under Sections 66-30 and 80C-4 of the Code.

■

Impact Advisory Group

In October 2000, Mayor Thomas M. Menino outlined the Impact Advisory Group (IAG) process in "An Order Relative to the Provision of Mitigation by Development Projects in Boston." The Mayor further amended the process in April 2001, in "An Order Further Regulating the Provision of Mitigation by Development Projects in Boston" in order to increase the representation of local elected officials. These Orders, adopted by the BRA Board, create a comprehensive framework to clarify the role of the BRA, the City, the developer, and the community in the determination and mitigation of the impacts of development.

The IAG may contain up to fifteen (15) members, two (2) each nominated by the state senator, state representative, and district city councilor, and the remainder by appointment of the Mayor on the recommendation of residents, businesses, and community organizations as well as at-large city councilors. The IAG advises the BRA on impact and mitigation. IAGs offer BRA staff the chance to work closely with diverse members of the community to understand local concerns, needs, and opportunities. IAG members are invited to take part in the public agency scoping sessions called for in Article 80 of the Boston Zoning Code. The IAG is also encouraged to take part in community meetings that allow for public review and discussion

of proposed projects. IAG members are offered the opportunity to review for comment major submissions by a project proponent as well as the Cooperation Agreement between the developer and the BRA prior to its adoption by the BRA.

IAGs do not replace the role of the greater community in the development review process, but is an overlay to the process that allows for greater understanding by the BRA of local concerns and greater public insight into the thinking of the BRA and other public agencies involved in the development review process.

The filing of the Letter of Intent on May 3, 2012 commenced the IAG nomination process conducted by the BRA. The IAG for the Project was established in June 2012.

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Meetings with Other Interested Parties

The Proponent and its development team have met with the following city and state agency officials, representatives of the local community, local neighborhood associations, property owners and other interested parties during the entire project planning phase. The Proponent will continue to meet with such individuals and groups during the Article 80 review period.

- **Boston Redevelopment Authority** - The Proponent has met with the BRA Planning and Design staff on multiple occasions to review the proposed project, including the contents/analyses included in this expanded PNF filing. At the PNF pre-filing meeting held with the BRA on February 14, 2012 representatives from Boston Transportation Department (BTD) were in attendance.
- **Boston Environment Department (BED)** – The Proponent discussed the Project and, specifically, air quality analyses via conference call with a BED representative on February 17, 2012.
- **Fenway Civic Association** -The Proponent attended the meeting of the Fenway Civic Association at which the architect presented the building design.
- **Fenway Community Development Corporation (CDC)** - The Proponent met with CDC staff and attended meetings with the CDC Urban Village Subcommittee to discuss the Project.
- **Audubon Circle Neighborhood Association (ACNA) –** The Proponent attended a meeting of the ACNA at which the Proponent gave an overall summary of the proposal and presented the building design.

As part of the Article 80 review process, the Proponent is committed to maintaining an open dialogue with all interested parties. Proponent will continue to work with the neighborhood, including the Fenway Civic Association, the Fenway CDC, Audubon Circle Neighborhood Association, the Red Sox organization, and other neighborhood representatives through the review and evaluation of this proposal. Additionally, the public will have the opportunity to review this PNF, which has been distributed to various departments and agencies by the BRA and is available upon request.

2

Urban Design

Introduction

The urban design strategies of the Project have largely grown out of and evolved from input from the local Fenway community groups as well as the BRA. Through recent zoning changes following a neighborhood visioning process and the development of new mixed-use projects in the neighborhood (Trilogy, 1330 Boylston Street, and the Fenway Triangle Mixed Use Project), the primary objective of creating a diverse urban village has been furthered.

The existing conditions at the Project Site are remnants of the automotive industry of the 1920's and the more recent development of 'service' uses (e.g., fast food establishments and convenience retail). Today, however, the project area is greatly influenced by its proximity to Fenway Park, the Landmark Center retail district, and various institutions, such as Emmanuel College and the Longwood Medical and Academic Area (LMA), as well as the residential neighborhood south of Boylston Street. These surrounding land uses have greatly contributed to the success of the recent Fenway district developments by Samuels & Associates at Trilogy and 1330 Boylston Street, and the future Fenway Triangle Mixed Use Project. These catalytic developments have set the stage for the continued transformation of the underutilized parcels remaining along Boylston Street and Brookline Avenue. The Point will elegantly define the western edge of this vibrant and diverse neighborhood, provide new area housing and retail opportunities, and reinforce the Fenway's position as one of Boston's exceptional locations.

■

Summary of Key Findings

Key findings related to urban design include:

- Historically, the project area included industrial and automotive uses, which, more recently, transitioned into 'service' uses, such as fast food establishments and convenience retail.
- Boylston Street is an important vehicular connector serving the neighborhood and linking downtown to the Longwood Medical Area (LMA), and the City of Brookline to the west.
- The Project proposes to build upon the recent developments in the Fenway area and continue the positive growth along Boylston Street.

- The design goal of the Project is to help realize the revitalization of Boylston Street through a strengthened gateway into the Fenway invigorating the pedestrian, residential, and commercial activity of the district.
- The building massing is composed of three discrete volumes that slip horizontally in plan and are articulated vertically in elevation with a distinctive saw tooth pattern. The design uses form and geometry to clearly differentiate and express the Project's key components: retail and residential.
- Varied glazing and masonry exterior finishes enhance The Point's unique architectural presence, while reinforcing its appropriateness for the neighborhood. As the building moves toward the Emerald Necklace to the west, it appears to dematerialize. On its eastern end, adjacent to the neighborhood, it recalls the masonry facades of the surrounding urban fabric.
- Public realm improvements, such as the enhanced cross-connection between Brookline Avenue and Boylston Street and the proposed open space at the southeast corner of the Project Site along Boylston Street (potentially an outdoor seating area for a restaurant), will add character and diversity to the urban texture.
- The streetscape will be enhanced by new signage, street furniture, lighting and landscaping.

Urban Context

The neighborhood context of the Project is shown previously in Figure S.2. The Project proposes to build upon the recent developments in the Fenway area and continue the positive growth along Boylston Street. Boylston Street is an important vehicular connector serving the Fenway neighborhood and linking downtown to the Longwood Medical Area and the City of Brookline to the west. This street has seen increased pedestrian activity resulting from recent residential and commercial developments at 1330 Boylston Street and Trilogy. Brookline Avenue is of a more intimate scale and is defined by the historical automotive industry buildings of the 1920's. It is grounded at the west by the retail and office development of Landmark Center and to the east by Fenway Park. The Project proposes to retain and enhance the pedestrian link between Brookline Avenue and Boylston Street, connecting residential, commercial and business uses in the immediate vicinity.

The Project, as illustrated in Figure 2.1, will create the sense of a gateway into the Fenway neighborhood from the. With its prominent position and distinctive architectural design, the Project will enhance the corner of Boylston Street and Brookline Avenue and create a new neighborhood landmark. The improved public realm along Boylston Street and Brookline Avenue will address the need for better pedestrian connections and permeability, as well as facilitate accessibility between the existing residential neighborhood, Landmark Center, the Emerald Necklace, nearby institutions, the Longwood Medical Area, and Fenway Park.

Design Concept and Development

The overall concept of the Project originates from its prominent location at the junction of Brookline Avenue and Boylston Street – the two major vehicular thoroughfares in the Fenway neighborhood. The design goal of

the Project is to create an iconic landmark to mark the entrance of the Fenway neighborhood invigorating the pedestrian realm with both residential and commercial activity.

The Project further represents an extension of the City's urban revitalization strategies for the Fenway neighborhood, which have most recently focused on the revitalization of Boylston Street. 1330 Boylston Street and Trilogy have successfully created a new vibrant streetscape along both Boylston Street and Brookline Avenue. By strengthening the sense of a gateway and creating a new landmark, the Project proposes to expand upon the commercial growth of Boylston Street and carry over retail and commercial activity from the Landmark Center to Brookline Avenue. The Project also aims to strengthen pedestrian circulation and street life between Boylston Street and Brookline Avenue.

The Project will provide a two-story retail base designed to human scale in order to activate and invigorate the street edge and welcome pedestrian activity. To reduce potential congestion on local roadways caused by servicing the building, an off-street/on-site loading dock will be provided as part of the Project and will be accessed via the service driveway on the eastern edge of the Project between Brookline Avenue and Boylston Street. At the southeast corner of the Project Site, an outdoor seating area for restaurant occupancy will expand existing outdoor dining opportunities at Trilogy along Boylston Street. No new parking will be constructed as part of the Project as a shared parking arrangement with Trilogy is anticipated. A floor-to-ceiling glass walkway at the second level will span the driveway between the Project and Trilogy and contribute to a more lively and active street life. Refer to Figures 2.2a and 2.2b for the proposed building elevations.

■

Height and Massing

Instead of extruding the triangular outline of the parcel up the entire height of the project, the distinctive architectural massing converges towards and fans away from the corner of Brookline Avenue and Boylston Street, both in plan and elevation. The building massing is vertically broken into components that reflect the different functions of the building, creating a rhythm and scale appropriate to the Fenway neighborhood. Differentiated by their form and geometry, these key components are retail and residential. The two-story retail base is anchored at the corner of Brookline Avenue and Boylston Street and reinforces the street wall at the Project's perimeter, creating a pedestrian-appropriate scale at the street level. The residential tower above the retail base is set back on the north and on the south and broken into three slender bars with the middle bar pushing toward the junction of Boylston Street and Brookline Avenue. The residential floors push toward the Emerald Necklace moving up the building. Refer to Figures 2.3a and 2.3b for the proposed building sections and to Figure 2.4 for the massing diagrams.

The façade is also broken into vertical components in a distinctive saw tooth pattern that gradually decrease in frequency toward the corner of Brookline Avenue and Boylston Street. The effect is a dynamic rhythm and the feeling of dematerialization as the building moves toward the Emerald Necklace. The proposed façade treatment has various benefits. At the street level, it breaks down the building into an appropriate scale, enhancing the pedestrian realm. While on the residential levels above, it minimizes the effects of solar glare and heat gain on adjacent properties and public spaces. Further, the setback of the upper residential levels minimizes shadow impacts on neighboring buildings and open public spaces.

■

Character and Materials

Overall, varied glazing and masonry exterior finishes enhance The Point's unique architectural presence, while reinforcing its appropriateness for the neighborhood. Both at the retail and residential levels, glazed surfaces are maximized, while a masonry band concept is utilized to relate to the material character of the neighborhood. This masonry band spans the entire height of each discrete massing volume on every facet of the exterior enclosure. Glazed surfaces use high performance insulated clear glass units from floor to ceiling and spandrel glass at the floor slabs.

At the sidewalk level, exterior enclosures at the retail and residential lobbies create a rich and varied streetscape. The faceted treatment of the façade reduces the building to human scale and enhances pedestrian interaction and attraction along storefronts. At the residential levels, the setback of the different masses and the faceted geometry lends itself to a slender and sleek look, appropriate for a Fenway Neighborhood landmark.

Views and Vistas

The building will be visible along Brookline Avenue and Boylston Street and create new vistas and building lines in the district. The building celebrates its prominent corner position and, as it steps from this corner, channels well-defined vistas along Boylston Street and Brookline Avenue toward the Emerald Necklace.

Open Space, Pedestrian Ways, and Amenities

The Project will expand upon the growing developments in the Fenway area and positive growth along Boylston Street and Brookline Avenue. The proposed open space at the southeast corner of the Project Site along Boylston Street could become an outdoor dining area for a restaurant and will add character and diversity to the urban texture. The streetscape surrounding the Project will be enhanced with new signage, street furniture, lighting and landscaping, invigorating pedestrian circulation and commercial activity between Boylston Street and Brookline Avenue. A pedestrian path along the shared driveway between the Project and Trilogy connecting Brookline Avenue and Boylston Street will be open to the public. The transparent elevated pedestrian connection over the driveway between the Project and Trilogy will also contribute to a more lively and active streetscape.

Vehicular Access and Circulation

The Project is designed to maximize pedestrian access and to minimize traffic and parking impacts. The Project has parking opportunity at Trilogy's three-level underground parking garage, which is accessed from Brookline Avenue via an internal driveway on east of the Project Site. This area between the proposed building and the Trilogy building will accommodate off-street service and loading for the Project in a

dedicated loading dock. It is anticipated that the frequency of truck traffic at this location will be low. To facilitate truck maneuvering, a new curb cut providing one-way egress for trucks with a right-turn only onto Boylston Street will be provided. It is envisioned that this curb cut will be flush with the sidewalk to re-enforce that the Boylston Street frontage is a pedestrian zone. Also, the Project includes a designated on-street loading zone adjacent to the Project Site on Brookline Ave for vehicles that do not schedule the loading dock or, due to size, cannot be accommodated on-site. Refer to Figure 3.1 of Chapter 3, *Transportation* for a site access and circulation plan.

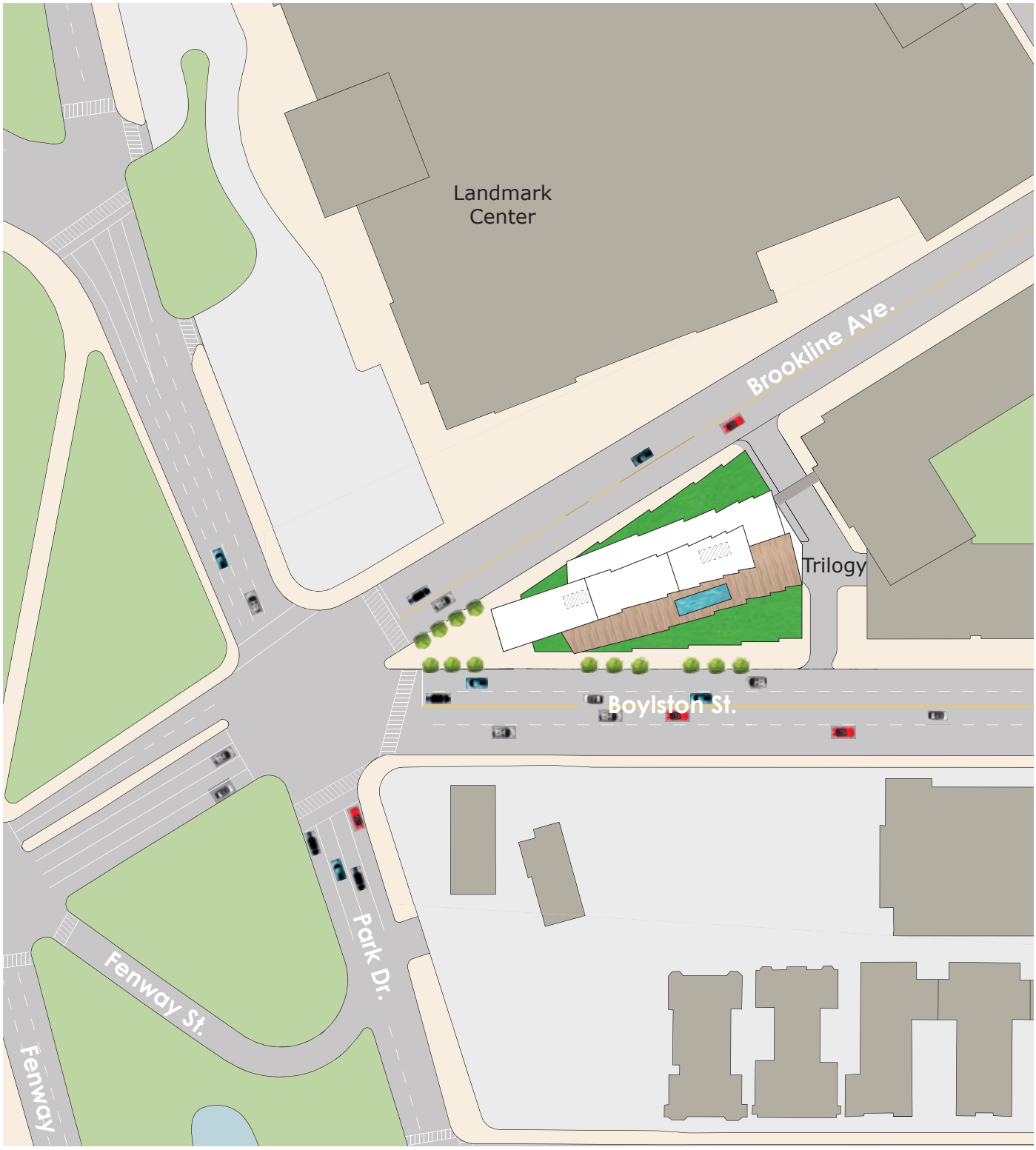


Figure 2.1
Building Development Plan



Figure 2.2a
West Building Elevation



Figure 2.2b
East Building Elevation



Figure 2.2c
South Building Elevation



Figure 2.2d
North Building Elevation

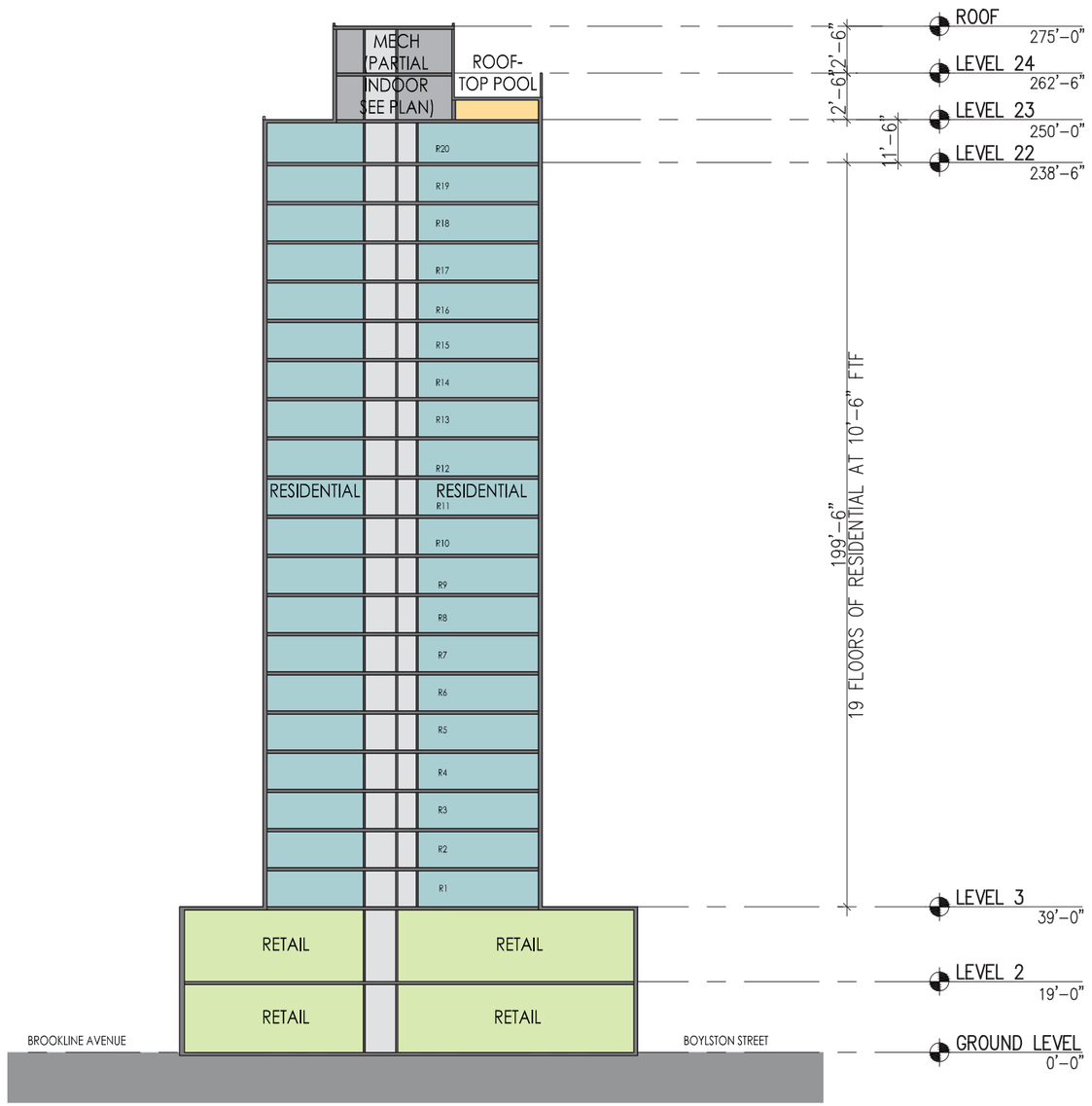


Figure 2.3a
North-South Building Cross Section looking East

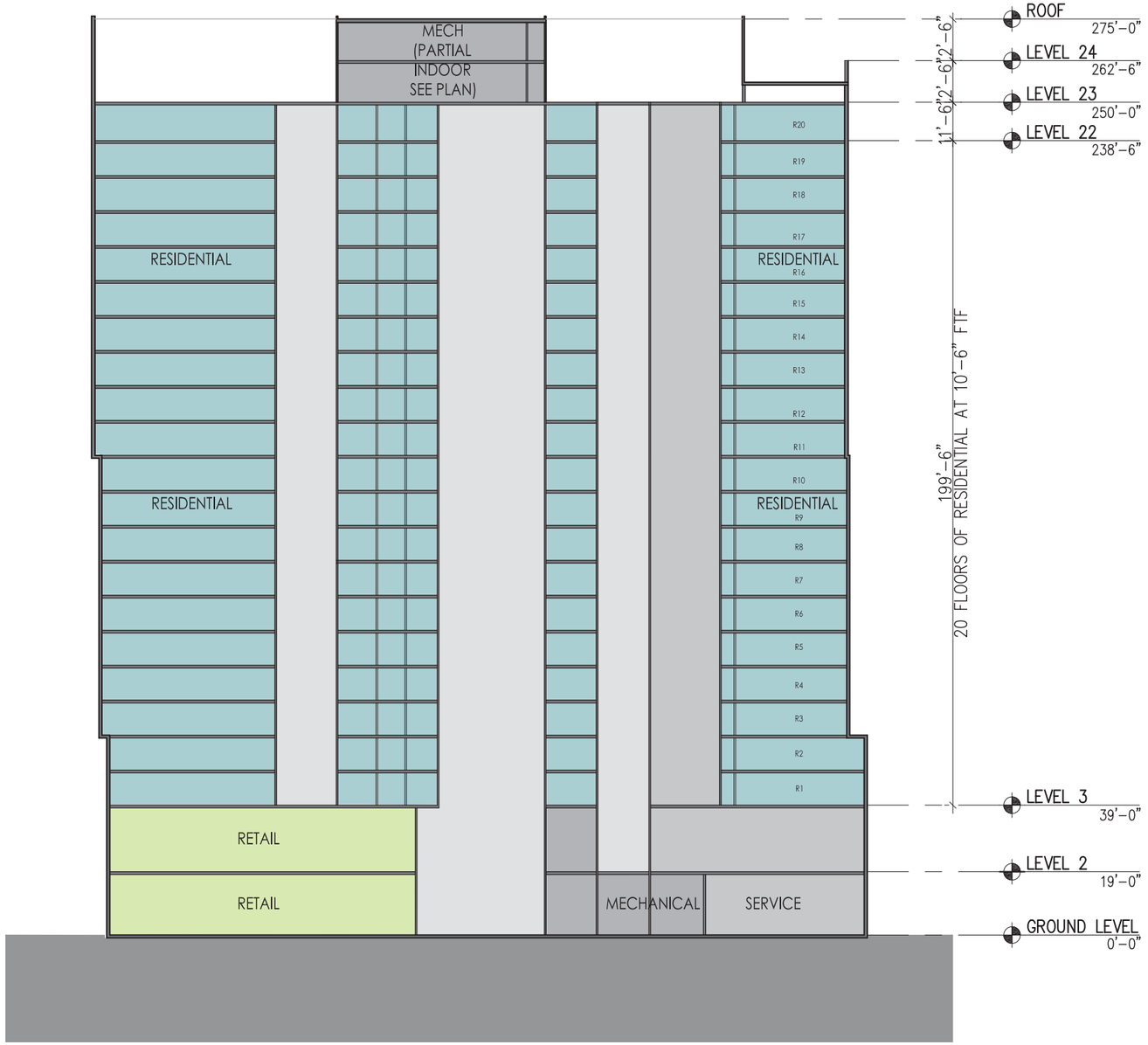
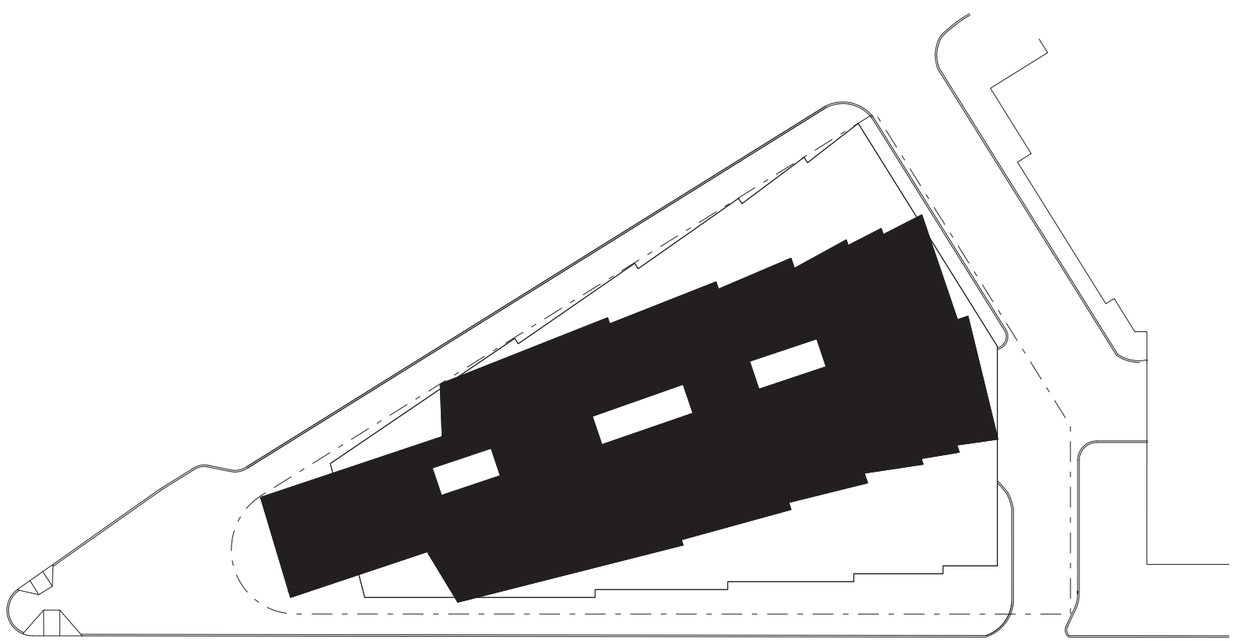


Figure 2.3b
East-West Building Cross Section looking North



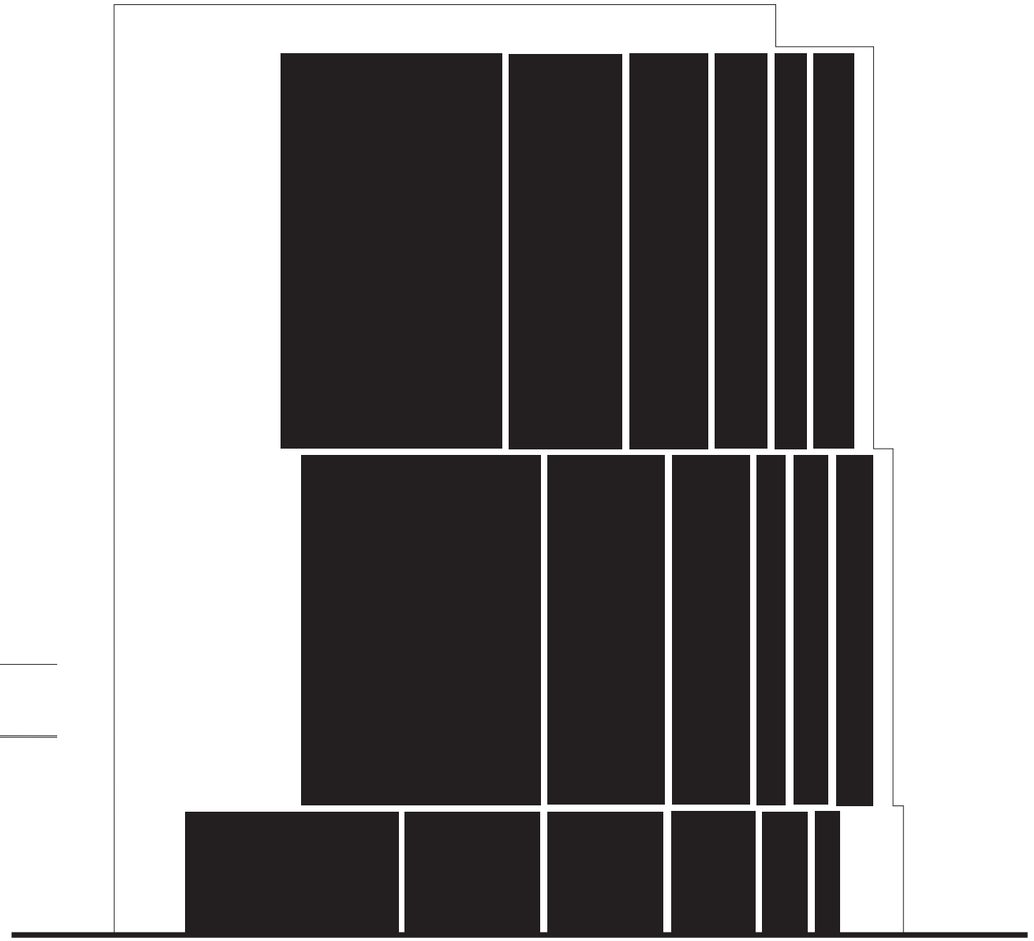


Figure 2.4
Plan and Massing Diagrams

3

Transportation

Introduction

This chapter provides a detailed and comprehensive evaluation of the existing and proposed transportation conditions, and identifies traffic impacts as a result of the Project. The analysis captures in detail the operational characteristics of the Project, and provides a basis for determining to what extent, if any, Project-related traffic is likely to affect the wider transportation network. The overall gross square footage (including mechanical space) is assumed as part of this traffic analysis instead of the FAR square footage in order to present a conservative analysis.

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Summary of Findings

The Project will expand upon the recent successes at 1330 Boylston Street, Trilogy, and the recently approved Fenway Triangle Mixed Use Project, all of which have helped transform the neighborhood. The Project is consistent with the *Fenway-Longwood-Kenmore Transportation and Pedestrian Safety Action Plan*[1] which seeks to balance vehicular traffic with the pedestrian and cyclist demands in the Fenway neighborhood. Building upon this City initiative, the Project proposes to remove the at-grade parking along the Boylston Street frontage to allow a sidewalk to be constructed where none exists today. The Project also supports and incorporates the City's planned modification to the island at the west end of the Project Site to reduce the number of pedestrian conflict points at the intersection of Brookline Avenue at Boylston Street and Park Drive.

There are a number of planned transportation infrastructure changes, independent of the Point Project, which will improve transit, pedestrian, bicycle, and traffic operations in the Fenway neighborhood in the near future including:

- **Boylston Street Reconstruction** – the City plans to reconstruct Boylston Street adjacent to the Project Site and eliminates the existing pedestrian island at the west end of the site. This project includes signal upgrades, bicycle lanes and widened sidewalks.

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1 Boston Transportation Department, *Fenway - Longwood - Kenmore Transportation & Pedestrian Safety Action Plan*, Spring 2009.

- **New Street** – the City's vision for a new two-way roadway will be built as part of the Fenway Triangle Mixed Use Project and will connect Boylston Street and Van Ness Street. This change will help alleviate traffic demands on Kilmarnock Street and Van Ness Street.
- **Two-way Van Ness Street** – planned changes as part of the Fenway Triangle Mixed Use Project to make Van Ness Street two-way between Kilmarnock Street and Jersey Street/Yawkey Way will improve traffic circulation in the neighborhood.
- **Sear's Rotary Reconstruction** – the Army Corps of Engineers' project that will eliminate the existing jug handle and provide a new Riverway connection to Park Drive resulting in removal of a portion of traffic from the congested intersections that make up the Sear's Rotary. In addition, a new left-turn lane will be provided from Brookline Avenue eastbound to Park Drive.
- **Yawkey Station** – the MBTA's planned reconstruction of Yawkey Station will provide improved transit amenities for Commuter Rail and bus riders.

With the planned infrastructure changes to improve traffic circulation, the additional traffic generated by the Project is expected to have a limited impact on the area's roadways. The results of the transportation analyses indicate that there will be no substantial changes in overall level of service (LOS) in the study area because of the Project.

The Project includes no new parking and will utilize parking spaces at the existing Trilogy Garage. By doing so, the existing driveways on Brookline Avenue and Kilmarnock Street will serve the Project. A connection to the new building will be provided via a pedestrian walkway connecting the Project to Trilogy at the second level and potentially below grade with a subsurface pedestrian connection. The Trilogy garage was constructed with excess capacity intended for the Project. Any additional parking demands will be met in other area garages owned by the Proponent or its affiliates in the neighborhood.

The area between the proposed building and the Trilogy building will provide an off-street loading area for the Project. Access will be provided via the shared Trilogy driveway on Brookline Avenue. To facilitate truck maneuvering, a new curb cut providing one-way egress for trucks to Boylston Street will be provided. It is envisioned that this curb cut will be flush with the sidewalk to re-enforce that the Boylston Street frontage is a pedestrian zone. Trucks will be required to make a right-turn only onto Boylston Street. The Project also proposes a designated on-street loading zone adjacent to the Project Site on Brookline Ave for vehicles that do not schedule the loading dock or, due to size, cannot be accommodated on-site.

The Project embraces the City's plans for activating the pedestrian realm, providing bicycle facilities, and establishing a cohesive streetscape for the corridor as a whole. The Project will help reach these goals by:

- Eliminating surface parking along the Boylston Street frontage and constructing a formal sidewalk;
- Providing no new parking;
- Providing an off-street loading dock area;
- Providing new sidewalks and street trees;
- Enhancing the pedestrian realm around the Project Site, including a pedestrian path connecting Brookline Avenue and Boylston Street;
- Installing new lighting to enhance the pedestrian environment and increase safety;

- Providing protected bicycle storage for tenants and at grade public bike racks; and
- Implementing an aggressive Transportation Demand Management (TDM) plan to discourage single-occupancy vehicle trips.

Project Overview

The Project is located between Boylston Street and Brookline Avenue adjacent to the Sears Rotary. The Project Site is bounded to the east by the Trilogy building, to the north by the Landmark Center, and to the south by Shaw's supermarket. The Project Site currently consists of temporary commercial tenants and has historically been home to the TOMB interactive adventure, D'Angelo's sandwich shop, a liquor store, office space, band rehearsal space and storage space in the basement. There are 27 parking spaces on-site today in a combination of surface and garage spaces.

The Proponent proposes to redevelop the parcel into a residential building with retail space on the first and second floors. For the purposes of the traffic analysis, the building is assumed to consist of 320 residential units and up to 40,500 gross square feet of retail space. No new parking spaces will be constructed as part of the Project. Parking for the Project will be provided by the existing below-grade spaces at the Trilogy Garage, which will allow the Project to utilize Trilogy's existing driveways on Brookline Avenue and Kilmarnock Street. To facilitate loading on-site, the Project will create a new one-way right turn only egress driveway from the shared Trilogy driveway to allow trucks to exit to Boylston Street as shown in Figure 3.1. A summary of the proposed uses for the purpose of the traffic analysis are provided in Table 3-1.

Table 3-1
Project Development Program

Land Use	Size
Residential	320 units
Retail Space	Up to 40,500 GSF

GSF Gross Square Feet

Study Methodology

The analysis presented in this expanded PNF provides a detailed description of the Project's transportation characteristics and evaluates any impacts to the transportation infrastructure. The transportation analysis presented in this chapter conforms to the BTD Transportation Access Plans Guidelines.

The transportation analysis includes the projection of Project-related trips based on Institute of Transportation Engineers (ITE) trip generation rates and the application of local travel characteristics established through the *Access Boston 2000-2010* initiative. *Synchro 6* software was used to facilitate the evaluation of traffic operations based on Highway Capacity Manual (HCM) methodologies.

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Traffic Study Area

The following intersections were identified for detailed analysis because it was anticipated that Project-related traffic might potentially impact traffic operations. As shown in Figure 3.2 they include the following:

- Brookline Avenue/Fullerton Street/Kilmarnock Street (signalized)
- Boylston Street/Kilmarnock Street (signalized)
- Brookline Avenue/Trilogy driveway (unsignalized)
- Kilmarnock Street/Trilogy driveway (unsignalized)
- Kilmarnock Street/Van Ness Street (unsignalized)

Due to planned changes in the transportation infrastructure, the following intersections were studied under future conditions only:

- Brookline Avenue/Boylston Street/Park Drive (signalized)
- Riverway/Fenway/Brookline Avenue (signalized)

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Analysis Conditions

The transportation analysis considers three analysis scenarios as follows:

- **2012 Existing Condition**;
- **2017 No-Build Condition** assuming no changes to the Project Site, but accounts for planned transportation infrastructure improvements and background growth associated with increased regional growth and specific planned development projects; and
- **2017 Build Condition** assuming the same No Build Condition background growth and infrastructure changes, but including the Project-related traffic.

Existing Transportation Conditions

This section describes existing transportation conditions, including an overview of roadway conditions, transit operations, pedestrian and bicycle facilities, and general site conditions. A discussion of the existing on- and off-street public parking supply is also provided.

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Roadways

Boylston Street borders the site to the south and connects the Sears Rotary to the west with Downtown Boston to the east. Boylston Street carries approximately 36,700 vehicles per day with approximately 2,800 vehicles traveling in both directions during the morning and evening peak hours. Pedestrian amenities along Boylston Street include sidewalks along both sides of the roadway and crosswalks at key intersections.

Adjacent to the Project Site, Boylston Street is a four-lane roadway with metered on-street parking along the south side of the street. Directly abutting the site on the north side of the street, there is surface parking for approximately 15 at-grade parking spaces and no formal sidewalk. As discussed in later sections of this chapter, these spaces will be eliminated and the sidewalk will be reconstructed as part of the Project.

Brookline Avenue borders the site to the north connecting Brookline Village to the west with Kenmore Square to the east. Brookline Avenue currently carries approximately 13,000 vehicles per day and approximately 1,200 vehicles during the morning and evening peak hours. Generally, there is one travel lane provided in each direction. Metered parking is generally provided on both sides of the street except at some intersection approaches where parking is prohibited. Sidewalks are provided on both sides of the street.

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Study Area Intersections

Intersection geometry and physical characteristics are presented below. Traffic operations and level of service (LOS) analysis are presented later in this chapter.

Brookline Avenue / Trilogy driveway is a three-way unsignalized intersection in which the Trilogy driveway intersects Brookline Avenue from the south. The Brookline Avenue approaches provide a single general purpose lane in each direction. A no-left turn sign is posted on Brookline Avenue at the driveway; however, counts and observations indicate that drivers do not obey this restriction. The Trilogy driveway approach consists of a right-turn only lane operating under STOP control. Left-turns are prohibited on this approach; however, traffic volumes indicate that some drivers make left turns onto Brookline Avenue when exiting. Metered parking is provided along the south side of Brookline Avenue on both sides of the intersection, with morning peak-hour restrictions between the Sear's Rotary and the Trilogy driveway. A crosswalk is provided across the Trilogy driveway approach.

Brookline Avenue / Fullerton Street / Kilmarnock Street is a four-way signalized intersection. The Brookline Avenue approaches provide a shared through/right-turn lane and an exclusive left-turn lane. The eastbound left-turn operates with a protected lead phase. The northbound Kilmarnock Street approach consists of one general travel lane while the Fullerton Street approach provides a shared left-turn/through lane and an exclusive right-turn lane. Metered parking is provided along both sides of Brookline Avenue to the east of the intersection, and along the eastbound Brookline Avenue approach. Parking is prohibited on both sides of Kilmarnock Street and Fullerton Street. Bus stops are located on both sides of Brookline Avenue directly to the east of the intersection. Crosswalks are provided across all approaches. Pedestrians are accommodated in concurrent pedestrian signal phases.

Kilmarnock Street / Van Ness Street is a three-way unsignalized intersection in which Van Ness Street intersects Kilmarnock Street from the east. Van Ness Street operates as a one-way westbound roadway with STOP control at Kilmarnock Street. A single through lane is provided in both directions of Kilmarnock Street with one travel lane provided on Van Ness Street. Van Ness Street is currently considered an underutilized street with very little pedestrian and bicycle activity adjacent to the Project Site. With construction of the Fenway Triangle Mixed-Use Project, which was recently approved by the BRA, it is proposed that Van Ness Street will be modified from a one-way westbound street to a two-way street between Kilmarnock Street and Yawkey Way. East of Yawkey Way it is currently a two-way street adjacent to Fenway Park. Modifying the street to allow two-way travel will improve traffic circulation, activate Van Ness Street, and help to disperse

traffic in the area. Two-hour parking is provided on both sides of Van Ness Street and is prohibited on Kilmarnock Street. A crosswalk is provided across Van Ness Street.

Kilmarnock Street / Trilogy Driveway is a three-way unsignalized intersection in which the Trilogy driveway intersects Kilmarnock Street from the west. All approaches to the intersection provide a single general purpose lane. The Trilogy approach operates under STOP control. On-street parking is prohibited on all approaches. A crosswalk is provided across the Trilogy driveway approach.

Boylston Street / Kilmarnock Street is a four-way intersection, which was signalized as part of Trilogy. Each Boylston Street approach provides one shared through/right-trun lane and one shared through/left-turn lane. Metered parking is provided along both sides of the street. The Kilmarnock Street northbound approach provides one general-purpose travel lane while the southbound approach provides an exclusive left-turn lane and a shared through/right-turn lane. South of the intersection, residential permit parking is provided along both sides of Kilmarnock Street. Crosswalks are provided across all approaches of the intersection. Pedestrians are accommodated in concurrent pedestrian signal phases.

Boylston Street / Park Drive / Brookline Avenue is a signalized intersection northeast corner of the Sears Rotary. The intersection operates with its own traffic controller owned by the Department of Conservation and Recreation and maintained by the City of Boston. In the future, this intersection will be completely reconstructed as part of the Army Corp of Engineer's Muddy River Restoration Project. The existing jug handle will be eliminated and left-turns from Brookline Avenue eastbound onto Park Drive will be permitted. The Brookline Avenue eastbound approach geometry will consist of a left-turn lane, one through lane to Brookline Avenue and two right-turn lanes onto Boylston Street. The Brookline Avenue westbound approach will continue to operate with three approach lanes. Boylston Street will be striped as two lanes but continue to operate with three westbound approach lanes when there is heavy traffic. The Park Drive northbound approach will maintain four approach lanes, but will be allocated additional green time to allow for a new concurrent pedestrian crossing.

Brookline Avenue/Fenway/Riverway is a signalized intersection making up the southwest corner of the Sears Rotary. This intersection also operates with its own traffic controller owned by the Department of Conservation and Recreation and maintained by the City of Boston. This intersection will also undergo a complete reconstruction as part of the Army Corp of Engineer's Muddy River Restoration Project. The existing number of lanes will be maintained on all approaches. With the elimination of the jug handle, all traffic destined to Park Avenue northbound will now use Brookline Avenue eastbound. Pedestrians will be accommodated by concurrent pedestrian crossings.

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Data Collection

Manual turning movement counts (TMCs) were conducted in January 2012 at key intersections and supplemented with recent counts conducted as part of the Fenway Triangle Mixed Use Project. New traffic counts were conducted during the commuter peak periods of 7:00 - 9:00 AM and 4:00 - 6:00 PM. Pedestrian crossing movements and bicycle volumes were also counted during these periods. The raw count data are included in Appendix B.

The intersection TMCs were used to establish traffic networks for the Existing (2012) Condition. From the turning movement counts, the study area's traffic peak hours were determined to be 7:45 to 8:45 AM and 4:45 to 5:45 PM. Existing Condition (2012) peak hour traffic volumes are shown in Figures 3.3 and 3.4. Peak hour pedestrian volumes crossing the intersection approaches are presented in Figures 3.5 and 3.6.

■

Public Transportation

The site is well served by the Massachusetts Bay Transportation Authority's (MBTA) public transportation services as shown in Figure 3.7. Access to the Green Line's Fenway Station on the D Branch behind the Landmark Center is a short walk to the north. The Green Line's B and C Branches can also be accessed, less than half a mile away, in Kenmore Square. The Framingham/Worcester Commuter Rail Line is accessible at Yawkey Station to the north of Brookline Avenue.

Five local bus routes serve Brookline Avenue and stop adjacent to the site. Three additional route connections are provided at the Sear's Rotary, including the cross-town CT2 and CT3 limited-stop routes. Connections can be made to the Route 57 bus serving Brighton Center at Kenmore Station. The local Route 55 is also nearby and serves Kilmarnock Street to the south of Boylston Street.

Peak period frequencies/headways for MBTA services are summarized in Table 3-2.

Table 3-2
MBTA Service

Service	Origin / Destination	Peak-hour Frequency (minutes)
Framingham/Worcester Commuter Rail	South Station - Worcester	Approx. 40
Green Line		
(B Branch)	Boston College – Lechmere	6
(C Branch)	Cleveland Circle – Lechmere	7
(D Branch)	Riverside – Lechmere	6
Route 8	Harbor Point/UMass – Kenmore Station	14-25
Route 9	City Point – Copley Square	5-10
Route 19	Fields Corner Station – Kenmore Station	14-25
Route 47	Central Square. – Broadway Station	8-22
Route 55	Jersey and Queensbury – Copley Square	16-30
Route 57	Watertown Yard – Kenmore Station	8-12
Route 60	Chestnut Hill – Kenmore Station	24-28
Route 65	Brighton Center – Kenmore Station	9-25
CT 2	Sullivan Station – Ruggles Station	20-25
CT 3	Longwood – Andrew Station	20-30

Source: MBTA

■

Pedestrian Environment and Accessibility

At the study area intersections, sidewalks on Boylston Street, Kilmarnock Street, and Brookline Avenue are in generally good condition with accessible ramps, striped crosswalks and pedestrian signals. However, there is no formal sidewalk adjacent to the site along the Boylston Street frontage. Additionally, there are currently no continuous sidewalks that meet ADA standards on Van Ness Street. The planned Fenway Triangle Mixed Use Project will construct sidewalks adjacent to the site on Van Ness Street, Boylston Street, and Kilmarnock Street.

At the signalized intersections of Brookline Avenue/Fullerton Street/Kilmarnock Street and Boylston Street/Kilmarnock Street pedestrians are accommodated in concurrent walk phases. This allows pedestrians to cross while the parallel traffic direction is still moving through the intersection, reducing overall vehicle and pedestrian delays. Pedestrian storage space on the sidewalks and observed pedestrian delay appear to be acceptable at crosswalk locations during a typical weekday.

Pedestrian data indicates there is a desire to cross where no crosswalks exist in the study area. Most notably, approximately 100 pedestrians per hour cross Brookline Avenue adjacent to the site to and from the Landmark Center. Pedestrians were observed crossing when the adjacent traffic signals provided adequate gaps in traffic.

Peak hour pedestrian crossing counts at study area intersections were presented previously in Figures 3.5 and 3.6 for the morning and evening peak hours, respectively.

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Bicycles

Bicycling is becoming an increasingly popular travel mode in the Fenway. Historic bicycle counts and field observations reveal many commuters bicycling even in midwinter to and from the nearby Longwood Medical and Academic Area (LMA). The Hubway bike share network has also increased bicycle popularity in the neighborhood. The closest Hubway station is on Brookline Avenue at the Landmark Center just across from the Project Site, which is very convenient to site tenants and residents.

Bicycle volumes in the area are heaviest on Brookline Avenue westbound during both the morning and evening peak hours. On Brookline Avenue approximately 20 bicycles were counted two-way during the morning and evening peak hours. Boylston Street currently carries approximately 10-20 bicycles per hour two-way during the peak hours. Existing bicycle turning movement counts are presented in Figures 3.8 and 3.9.

Bicycle storage data was collected from other nearby Samuels and Associates' properties including Trilogy, 1330 Boylston Street, and Landmark Center for a typical week in May 2011. This data, shown in Table 3-3, indicates that there is a substantial demand for bicycle storage in the Fenway area.

Table 3-3
Peak Existing Bicycle Storage*

Building	Program Space	Utilized Bicycle Spaces*
Trilogy	576 residential units	72
1330 Boylston Street	215 residential units	54
Landmark Center Outdoor	870,000 square feet	18
Landmark Center Indoor	870,000 square feet	22

*Results shown indicate highest bicycle count during the survey.

Currently, there are no specific on-street bicycle facilities, such as bicycle lanes, in the immediate area of Project Site. The Boylston Street Reconstruction Project includes installation of bicycle lanes on Boylston Street. In addition, the City plans a multi-use path along the MBTA's D Line right-of-way to the north of the Project Site. This path will connect the planned Parcel 7 development on Overland Street to the Emerald Necklace. It is expected that bicycle volumes will increase in the near future with the provision of on- and off-street bicycle lanes.

Existing Parking

The Project Site currently has 15 surface parking spaces adjacent to the existing building structure along Boylston Street where no formal sidewalk exists. In addition, there are approximately 12 informal parking spaces below grade accessed from a ramp off Boylston Street. The existing approximately 27 parking spaces are used primarily by patrons of the existing establishments. The existing parking results in a large portion of the Boylston Street frontage to be an open curb cut which has an impact on the pedestrian access along Boylston Street.
On-street public parking in the area is presented in Figure 3.10. On-street parking primarily serves two purposes in the area: Fenway residents to the south of Boylston Street; and short-term commercial patrons on and to the north of Boylston Street. Metered spaces are provided immediately adjacent to the Project Site on Boylston Street and Brookline Avenue. The Brookline Avenue spaces are signed with morning peak hour restrictions. Van Ness Street provides two-hour on-street parking spaces. No parking is provided on Kilmarnock Street.

Future Transportation Conditions

Two future conditions scenarios were evaluated for a future five-year time horizon (2017) in order to assess the potential Project-related traffic impacts: the No-Build and Build Conditions. These future conditions are summarized in the sections below.

■

No-Build Condition

The 2017 No-Build Condition was developed to evaluate future transportation conditions in the traffic study area without consideration of the Project. In accordance with BTD guidelines, this future analysis year represents a five-year horizon (2017) from existing conditions (2012). The No-Build Condition provides insight

to future traffic conditions resulting from regional growth as well as traffic generated by specific planned projects that are expected to affect the local roadway network.

Background Growth

A background growth rate of half a percent per year was applied to the traffic volumes. This growth rate is consistent with recent traffic studies for other developments in the Fenway and LMA. In addition to the background growth rate, traffic projections and infrastructure changes for several specific projects were incorporated in the development of No Build Condition. These include the following development projects:

- Landmark Center North
- Fenway Center (Parcel 7)
- 121 Brookline Avenue (Research and Development)
- Massachusetts Mental Health Center Redevelopment
- Dana-Farber Cancer Institute's Center for Cancer Care
- Children's Hospital Boston – 57 Binney Street Project
- Longwood Center (formerly Joslin Diabetes Center Expansion Project)
- Longwood Research Institute (formerly Longwood North Research Center)
- The Fenway Triangle Mixed Use Project
- The Winsor School Expansion and Research Building
- 1282 Boylston Street Mixed-Use Project

The infrastructure projects include the following:

- Boylston Street Reconstruction Project
- New Street between Boylston Street and Van Ness Street
- Two-way Van Ness Street as part of the Fenway Triangle Mixed Use Project
- Army Corp of Engineer's Muddy River Project

The 2017 No-Build projections incorporate the planned New Street that will connect Van Ness Street to Boylston Street midblock between Kilmarnock Street and Yawkey Way. This street will provide two-way travel and will be constructed as part of the recently approved Fenway Triangle Mixed-Use Project. In addition, operations on the currently underutilized Van Ness Street will modified to allow two-way travel with the construction of the Fenway Triangle Mixed Use Project. This change has been incorporated into the No-Build analysis. As a result, traffic on Kilmarnock Street is reduced in the No-Build Condition because Van Ness Street traffic will disperse in the neighborhood rather than be funneled onto Kilmarnock Street.

Also included in the 2017 No Build Condition is the Army Corp of Engineer's proposed Muddy River Project at the Sear's Rotary. As part of this project, the existing jug handle will be eliminated and left-turns from Brookline Avenue eastbound onto Park Drive will be permitted. In addition, eastbound movements from the Riverway will be provided with a direct connection to Park Drive so that traffic destined towards Audubon Circle will no longer have to circulate through the Brookline Avenue portion of the Sear's Rotary.

Figures 3.11 and 3.12 present the 2017 No-Build Condition traffic volumes accounting for background growth and planned infrastructure changes for the morning and evening peak hours, respectively.

■

Build Condition

The 2017 Build Condition includes construction of the Project (specifically, 320 residential units and up to 40,500 gross square feet of retail space on the first and second floors). No new parking will be built as part of the Project. A connection to the proposed building will be provided via a pedestrian walkway connecting the Project to Trilogy at the second level and potentially below grade with a subsurface pedestrian connection to encourage new residents and customers to park at Trilogy.

Project-Generated Trips

To assess the impact of the Project, trip estimates were based on standard Institute of Transportation Engineers (ITE) rates. The appropriate ITE land use codes are shown in Table 3-4 below.

Table 3-4
Trip Generation Land Use Codes

Land Use	ITE Land Use Code (LUC)	Independent Variable
Residential	220 - Apartments	Dwelling Units
Retail	820 – Shopping Center	Square Feet

Source: ITE

Mode Share and Vehicle Occupancy Rates

To account for alternative modes of transportation, mode shares for the area based on BTD guidelines were applied to the unadjusted ITE trip results. Mode shares by land use are shown in Table 3-5 below.

Table 3-5
Mode Split by Land Use Category

Mode	Residential	Retail/ Commercial
Automobile	21%	33%
Public Transit	15%	31%
Walk/Bike/Other	64%	36%

BTD Guidelines: Area 4.

The vehicle trip generation estimates are shown in Table 3-6.

Table 3-6
Total Project Trip Generation

Time Period/Direction		Public Transportation	Walk/Bike/Other	Vehicle
Daily				
In		490	1,269	471
Out		490	1,269	471
	Total	980	2,538	942
AM Peak Hour				
In		17	37	13
Out		30	108	31
	Total	47	145	44
PM Peak Hour				
In		54	135	45
Out		46	95	34
	Total	100	227	79

The majority of trips generated by the Project are expected to be walk and transit trips since the Project is well served by transit and situated in a vibrant area of the Fenway neighborhood that provides numerous retail and work opportunities. During the morning peak hour, the Project will generate approximately 44 vehicle trips (13 entering and 31 exiting). The Project will generate approximately 79 vehicle trips during the evening peak hour (45 entering and 34 exiting).

Auto Trip Distribution

Trip distribution was based on BTD's guidelines for Area 4. These guidelines, based on 2000 census data, provide information on where area residents work and where area employees live. Using this data, vehicle trips can then be assigned to the roadway network. Trip distribution patterns were established separately for the residential and the retail/commercial uses. A summary of the results is presented in Table 3-7, and is shown graphically in Figure 3.13.

Table 3-7
Geographic Distribution

Corridor	Residential Distribution	Retail Distribution
Storrow Drive	38%	38%
Kenmore Square / Brookline Avenue	19%	7%
Audubon Circle	4%	4%
Park Drive / Fenway	19%	24%
Brookline Avenue / Route 9	20%	27%

Since the Project will share the Trilogy Garage driveways, Project-related traffic was assigned to the existing driveways on Brookline Avenue and Kilmarnock Street. The resulting net-new trips are illustrated in Figures 3.14 and 3.15.

Net-new Project-generated trips were then added to the No-Build Condition traffic networks. The resulting Build Condition networks are shown in Figures 3.16 and 3.17 for the morning and evening peak hours, respectively. A comprehensive operational and level of service (LOS) analysis of all study area intersections is presented later in this chapter.

Pedestrians/Bicycles

The peak hour for additional pedestrian and bicycle activity will be during the evening peak hour when the retail component is busiest. As previously shown in Table 3-6, the Project is expected to generate approximately 146 and 226 walk and bicycle trips to and from the Project Site during the morning and evening peak hours, respectively. In addition, approximately 47 and 100 pedestrian trips to and from the site will be generated by transit riders during the morning and evening peak hours, respectively.

As part of the Project, existing surface parking that impedes a continuous sidewalk on Boylston Street will be eliminated and sidewalks adjacent to the Project Site will be reconstructed. This construction will include new street trees and lighting to provide for an enhanced pedestrian environment.

The Project also incorporates the City's vision for a more pedestrian friendly environment at the intersection of Brookline Avenue and Boylston Street adjacent to the Project Site. As planned, the channelized right-turn that exists today will be removed to create a pedestrian plaza, thus reducing the number of pedestrian crossing points and conflicts at the intersection.

In accordance with the City of Boston's Off-Street Bicycle Parking Guidelines, bicycle racks will be installed in the building for residents and tenants. Additional short-term bicycle storage will also be provided at street level.

Parking

The Project could construct up to 233 new spaces under the Boston Transportation Department's (BTD) guidelines which recommend up to 0.75 spaces per residential unit and 0.75 spaces per 1,000 square feet of commercial space. However, the Project proposes no new parking. The Trilogy project was built with the expectation that excess parking spaces in the Trilogy Garage would be used by the Project in the future. These parking spaces will be connected to the Point building via a pedestrian bridge at the second level to make them convenient for new residents and tenants. A below grade connection may also be constructed. The Project will utilize the existing Trilogy driveways on Brookline Avenue and Boylston Street.

The Fenway neighborhood has several public off-street parking facilities in close proximity to the site as shown in Figure 3.18. It is expected that additional parking demands will be met in other area garages owned by Samuels & Associates in the neighborhood.

Loading

An off-street loading dock will be provided and will be accessed via the shared Trilogy driveway on Brookline Avenue. As currently planned, this loading area will accommodate two single unit/box trucks and a trash compactor. In addition, a designated on-street loading zone is proposed on Brookline Avenue to accommodate infrequent larger trucks, such as moving trucks and unscheduled deliveries.

In order to accommodate trucks and trash pick-up on site, a secondary egress driveway will be constructed to Boylston Street for service vehicles. Because the shared driveway does not intersect Brookline Avenue at a right-angle, it will not be possible for trucks to use the loading docks and exit to Brookline Avenue. They will have to use the egress driveway to Boylston Street, which will be constructed with a pavement treatment to indicate that this is a shared environment with pedestrians. Trucks will be restricted to right-turns out onto Boylston Street only.

Transportation Demand Management (TDM)

Consistent with the City's goals to reduce auto dependency, the Project will offer TDM measures to encourage alternative modes of transportation. The Project will:

- Provide indoor bicycle storage spaces for building residents and tenants.
- Install additional bicycle racks at grade for general public use.
- Charge market rates for parking.
- Designate an on-site Transportation Coordinator to oversee parking and loading operations as well as promote the use of alternative transportation measures and carpooling.
- Encourage commercial tenants to provide on-site transit pass sales to employees.
- Encourage commercial tenants to provide a 50 percent transit subsidy.
- Encourage the residential property manager to provide on-site pass sales to residents.
- Provide transit information such as maps and schedules to new residents and tenants in an orientation package. Provide this information in the residential lobby.

All TDM measures will be formalized in the Transportation Access Plan Agreement (TAPA) to be executed with BTD.

Traffic Operations Analysis

Consistent with BTD's guidelines, *Synchro 6* software was used to model level of service (LOS) operations at the study area intersections. LOS is a qualitative measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection.

LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS D is typically considered acceptable. LOS E indicates that

vehicles experience significant delay and queuing while LOS F suggests unacceptable delay for the average vehicle. LOS thresholds differ for signalized and unsignalized intersections. Longer delays at signalized intersections than at unsignalized intersections are perceived as acceptable.

Table 3-8 below presents the level of service delay threshold criteria as defined in the 2010 Highway Capacity Manual (HCM).

Table 3-8
Level of Service Criteria

Level of Service	Un-signalized Intersection Control Delay (sec/veh)	Signalized Intersection Control Delay (sec/veh)
LOS A	0-10	≤ 10
LOS B	> 10-15	> 10-20
LOS C	> 15-25	> 20-35
LOS D	> 25-35	> 35-55
LOS E	> 35-50	> 55-80
LOS F	> 50	> 80

Source: 2010 HCM

Adjustments were made to the Synchro model to include characteristics of each intersection, such as heavy vehicles, bus operations, parking activity, and pedestrian crossings. The LOS results of the analyses are summarized in Table 3-9 for the Existing, No-Build, and Build Conditions. Detailed results including delay by approach, queuing and volume to capacity ratio are presented in Appendix B along with the detailed Synchro results.

In consideration of transportation conditions in the Fenway area, it is important to be cognizant of the traffic and parking conditions associated with Red Sox home game days. However, it would not be practical to base operational analysis for the Project on the conditions that prevail under police control on the limited number of game days per year.

The Boylston Street and Brookline Avenue corridors process heavy traffic and pedestrians volumes during the commuter peak hours. At times, long queue length and high vehicle delays can be observed. The traffic model includes a conservative approach to future traffic trends by forecasting an increase in background traffic and assigning specific known development projects to the study area as required by the Boston Transportation Department. The model also includes several planned infrastructure projects that will benefit traffic operations in the neighborhood. These changes assumed under the No Build Condition include:

- **New Street** – this two-way roadway, to be built as part of the Fenway Triangle Mixed Use Project, will connect Boylston Street and Van Ness Street and will help alleviate traffic demands on Kilmarnock Street and Van Ness Street.
- **Two-way Van Ness Street** – planned changes to make Van Ness Street two-way between Kilmarnock Street and Jersey Street/Yawkey Way will improve traffic circulation in the neighborhood. This change is being made as part of the Fenway Triangle Mixed Use Project.
- **Sear's Rotary Reconstruction** – this Army Corps of Engineers Project will eliminate the existing jug handle that existing today and will provide a new Riverway connection to Park Drive thus removing a portion of

traffic from the congested intersections that make up the Sear's Rotary. In addition, a left-turn lane will be provided from Brookline Avenue eastbound to Park Drive.

- **Boylston Street Reconstruction** – this City project will reconstruct Boylston Street adjacent to the project site and eliminate the existing pedestrian island at the west end of the site. Signal upgrades and bicycle lanes on Boylston Street will be provided.

Level of service analyses for the 2017 Build Condition indicate that the redevelopment of the Project Site and its associated traffic do not cause any decrease in overall level of service at the signalized intersections analyzed. However, as can be expected in an urban area, several of the study area intersections operate with long delays either on some of their individual approaches or for the entire intersection, with or without the Project.

The results of the traffic analysis indicate that the reconstructed intersection of Boylston Street/Brookline Avenue/Park Drive within the nearby Sear's Rotary is not expected to experience a change in overall LOS with the addition of Project trips; however, during the morning peak hour two movements on Brookline Avenue will experience a decline in level of service due to less than three seconds of additional delay. This change will not noticeably affect traffic operations. During the evening peak hour, no overall LOS degradation is expected to occur on any overall intersection approach due to the Project.

The shared Trilogy site driveways on Brookline Avenue and Kilmarnock Street will operate at acceptable levels of service during the morning and evening peak hours. The Brookline Avenue site driveway was analyzed with the assumption that the prohibited left-turns entering and exiting the driveway would continue. These turns do not show a detriment to traffic operations.

Table 3-9
Intersection Level of Service (LOS) Summary

Intersection	AM Peak Hour Operations			PM Peak Hour Operations		
	Existing	No Build	Build	Existing	No Build	Build
Brookline Avenue/Kilmarnock Street/Fullerton Street	**B**	**C**	**C**	**D**	**F**	**F**
Brookline EB left	A	C	C	A	A	A
Brookline EB thru/right	A	A	A	A	A	A
Brookline WB left	C	B	B	D	E	E
Brookline WB thru/right	B	D	D	B	B	B
Kilmarnock NB left/thru/right	D	E	E	F	F	F
Fullerton SB left/thru	D	D	D	E	F	F
Fullerton SB right	B	C	C	C	F	F
Boylston Street/Kilmarnock Street	**B**	**D**	**D**	**B**	**D**	**D**
Boylston EB left/thru/right	B	C	C	B	E	E
Boylston WB left/thru/right	B	D	E	A	A	A
Kilmarnock NB left/thru/right	D	D	D	C	D	D
Kilmarnock SB left	D	D	D	D	D	D
Kilmarnock SB thru/right	D	D	D	C	D	D
Brookline Avenue/Trilogy Driveway						
Trilogy NB left/right	C	D	D	C	C	C
Kilmarnock Street/Van Ness Street						
Van Ness WB left/right	A	A	B	B	B	B
Kilmarnock Street/Trilogy Garage						
Van Ness WB left/right	A	A	A	B	A	A
Boylston Street/Brookline Avenue/Park Drive*	-	**E**	**E**	-	**F**	**F**
Boylston WB left	-	F	F	-	F	F
Boylston WB right	-	F	F	-	F	F
Park NWB left/thru	-	D	D	-	D	D
Park NWB right/hard right	-	F	F	-	D	D
Brookline NEB left/thru	-	D	E	-	D	D
Brookline NEB right	-	A	A	-	A	A
Brookline SWB thru	-	E	F	-	F	F
Brookline SWB right	-	F	F	-	F	F
Brookline Avenue/Fenway/Riverway*	-	**D**	**D**	-	**C**	**C**
Riverway SEB left	-	C	C	-	C	C
Riverway SEB left/thru	-	C	C	-	B	C
Riverway SEB right	-	B	B	-	B	B
Brookline NEB thru/right	-	D	D	-	E	E
Brookline SWB thru	-	F	F	-	C	C

* Existing Conditions not shown at Sear's Rotary since future geometrical changes are planned. These changes are included in the No Build Condition and Build Condition.

Conclusion

The additional traffic generated by the Project is expected to have limited impacts on the area's traffic operations. During the morning peak hour, the Project is expected to generate 44 trips (13 in and 31out) and during the evening peak hour, it is expected to generate 79 trips (45 in and 34 out). The results of the analysis indicate that there will be no substantial changes in level of service in the study area from Project-related traffic.

Parking will be made available in the neighboring Trilogy Garage. A connection to the new building will be provided via a pedestrian walkway connecting the Project to Trilogy at the second level and potentially below grade with a subsurface pedestrian connection. The Trilogy garage was planned with excess capacity intended for the Point Project. Any additional parking demands will be met in other area garages owned by the Proponent or its affiliates in the neighborhood.

A designated off-street loading dock will be constructed so that truck maneuvering will not impact the adjacent streets. An extension of the shared driveway will be provided to allow trucks to egress to Boylston Street. This driveway will be treated as a pedestrian environment and exiting trucks will be restricted to making a right turn only onto Boylston Street. In addition, an on-street loading zone is proposed on Brookline Avenue adjacent to the Project Site.

The Project will also incorporate the City's vision for a more pedestrian friendly environment at the intersection of Brookline Avenue and Boylston Street adjacent to the Project Site. As planned, the channelized right-turn that exists today will be removed to create a pedestrian plaza, thus reducing the number of pedestrian crossing points and conflicts at the Sear's Rotary.

The Project embraces the City's plans for activating the pedestrian realm, providing bicycle facilities and establishing a cohesive streetscape for the corridor as a whole. The Project will help reach these goals by:

- Eliminating surface parking along the Boylston Street frontage to allow for a continuous sidewalk
- Utilizing existing area parking and providing no new parking
- Providing an off-street loading dock area
- Providing new sidewalks and street trees
- Enhancing the pedestrian realm around the Project
- Installing new lighting to enhance the pedestrian environment and increase safety
- Providing bicycle storage for tenants and for the general public
- Implementing an aggressive TDM plan to discourage single-occupancy vehicle trips

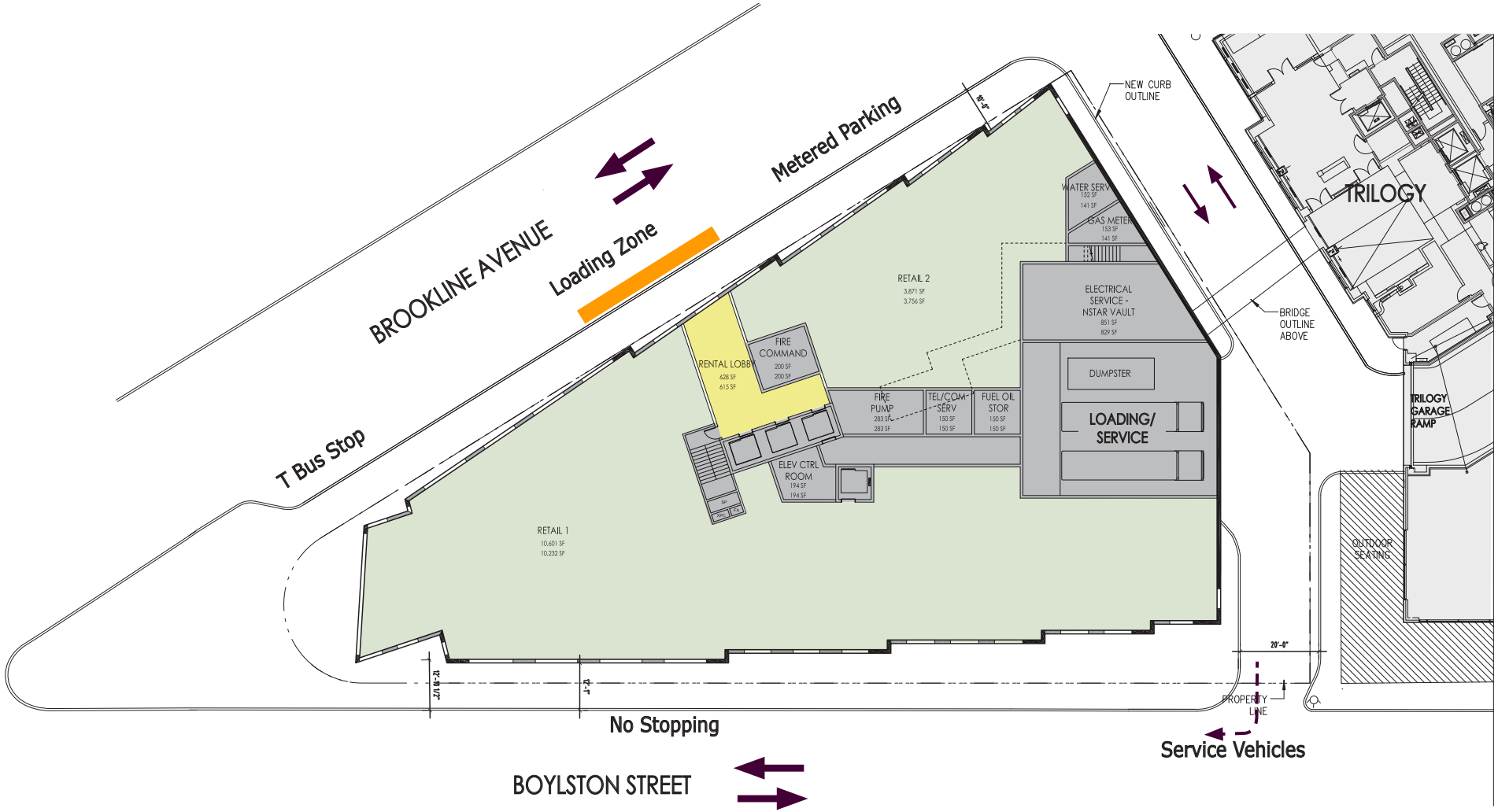


Figure 3.1
Proposed Site Access and Circulation



Figure 3.2
Traffic Study Area

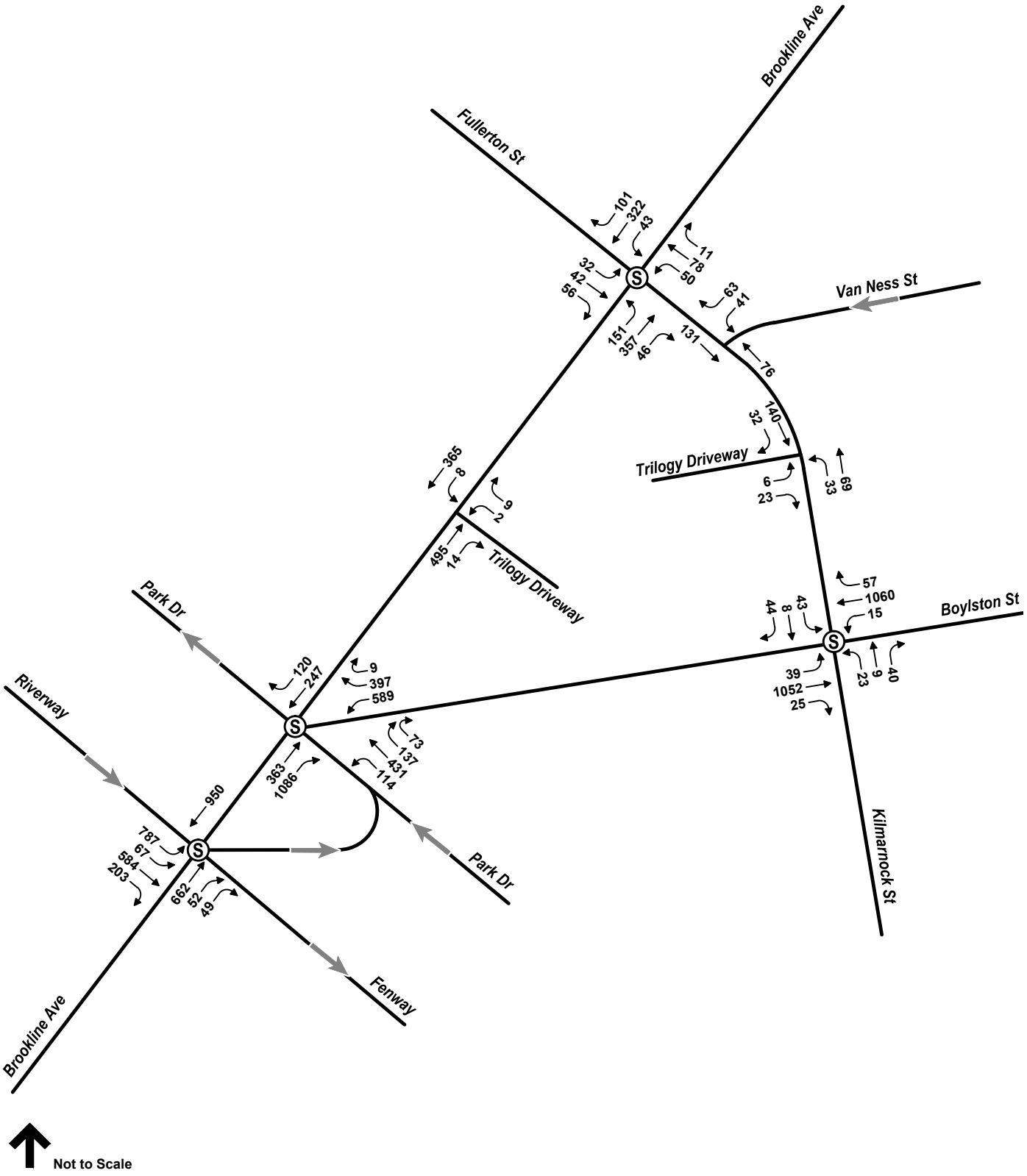


Figure 3.3
2012 Existing Condition
AM Peak Hour Traffic Volumes

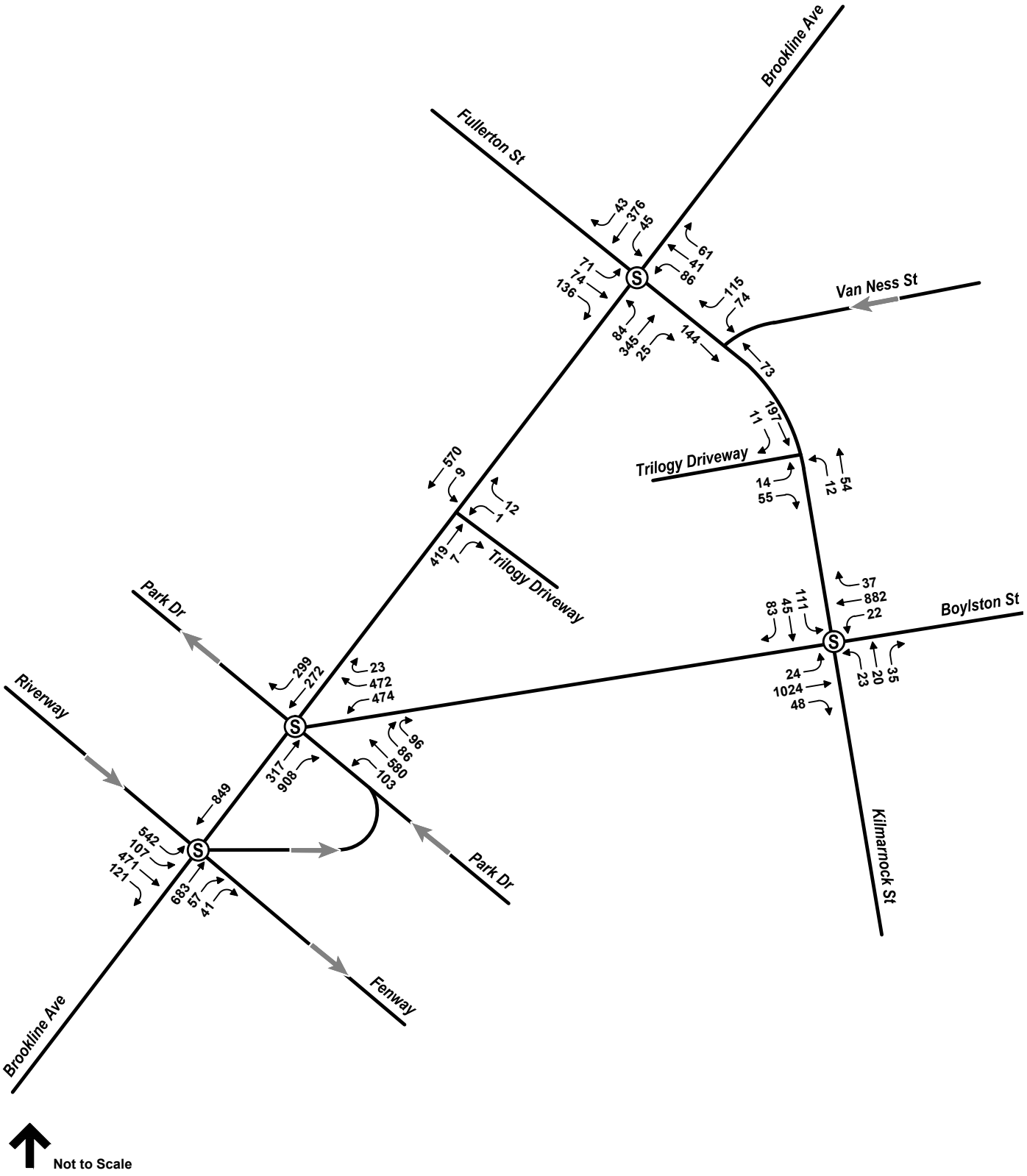


Figure 3.4
2012 Existing Condition
PM Peak Hour Traffic Volumes

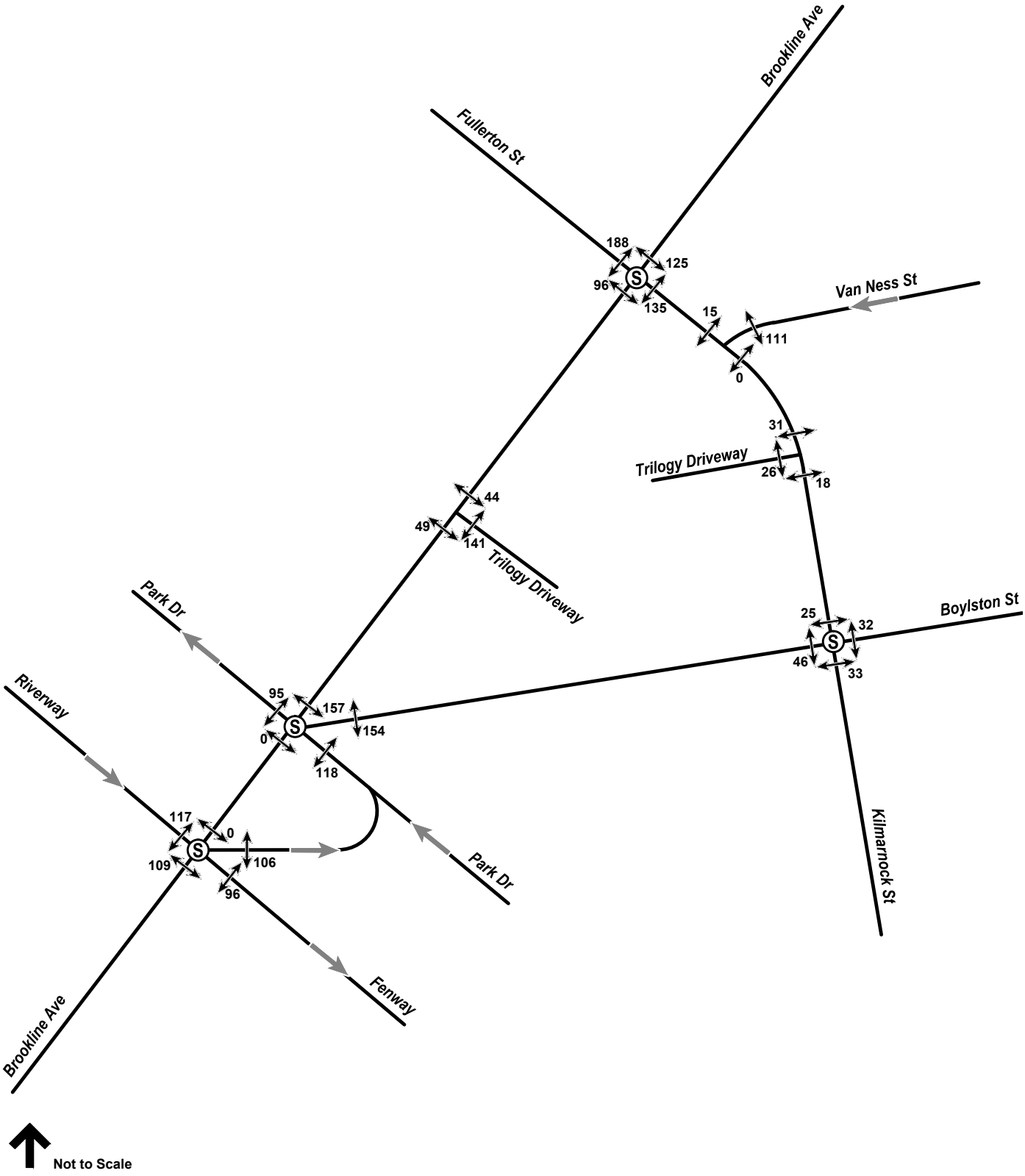


Figure 3.5
2012 Existing Condition
AM Peak Hour Pedestrian Volumes

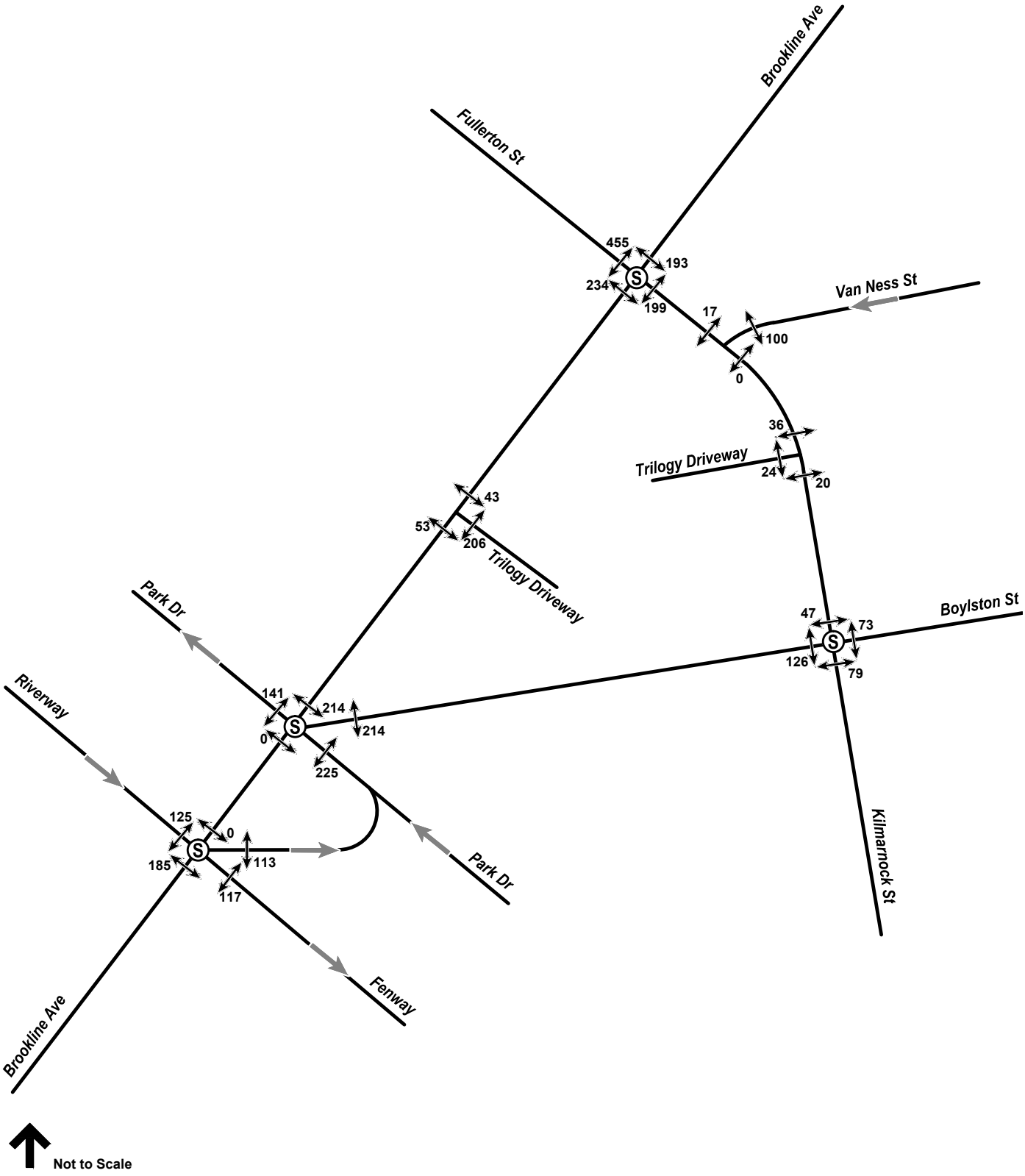
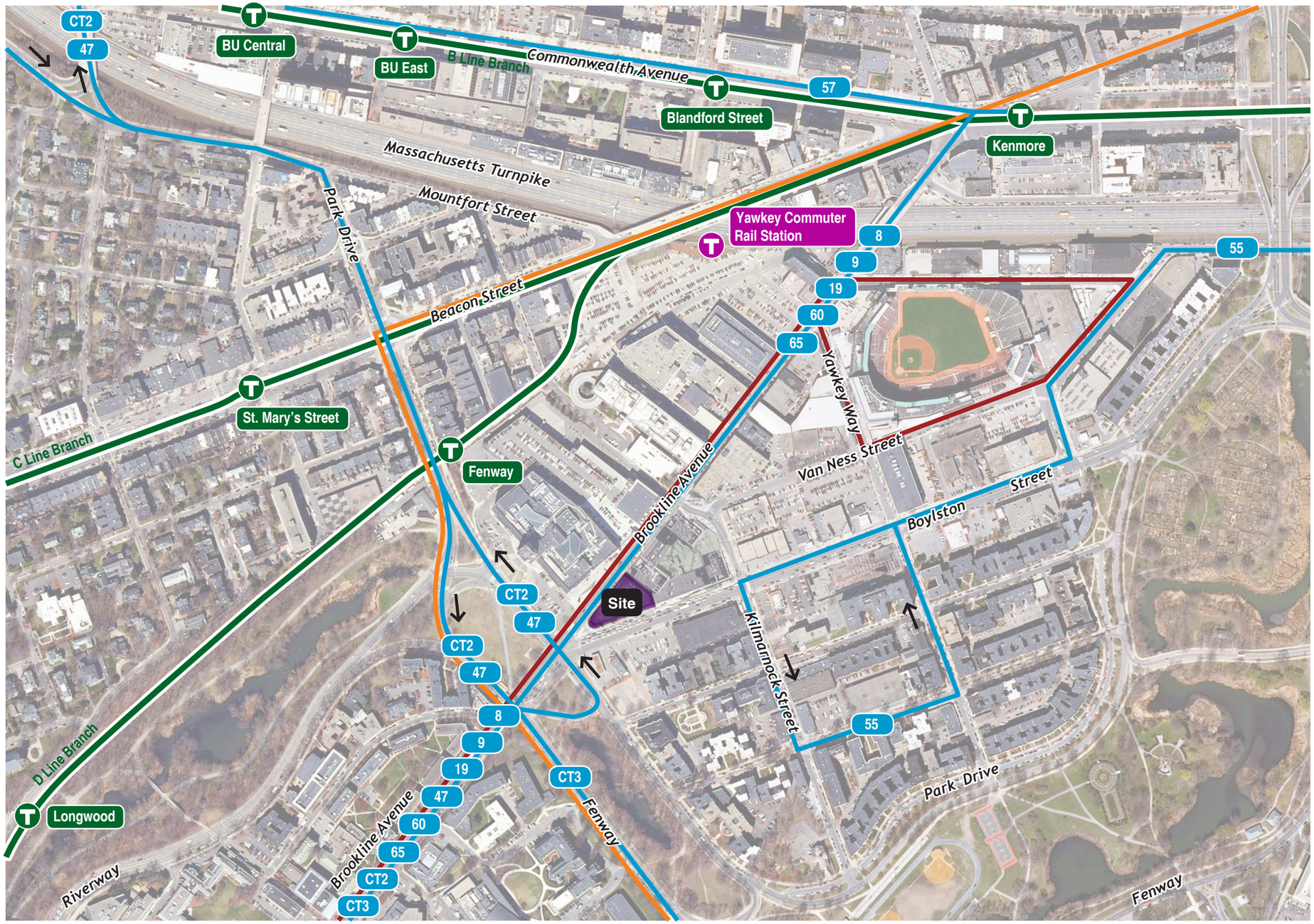


Figure 3.6
2012 Existing Condition
PM Peak Hour Pedestrian Volumes



- MBTA Green Line
- MBTA Bus Routes
- MASCO Shuttle Fenway Route
- MASCO Shuttle M2 Route

Figure 3.7
Existing Public Transportation

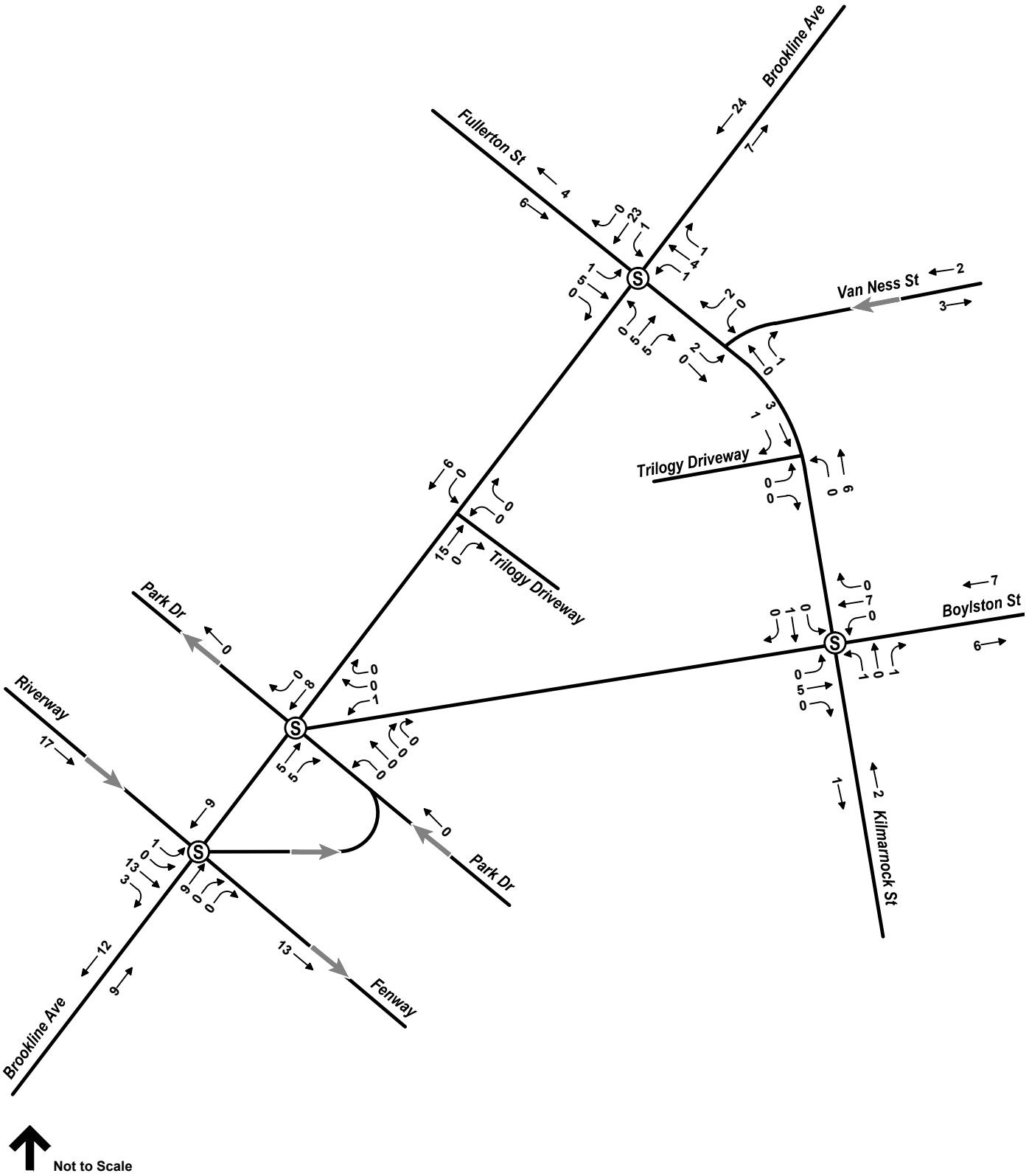


Figure 3.8
2012 Existing Condition
AM Peak Hour Bicycle Volumes

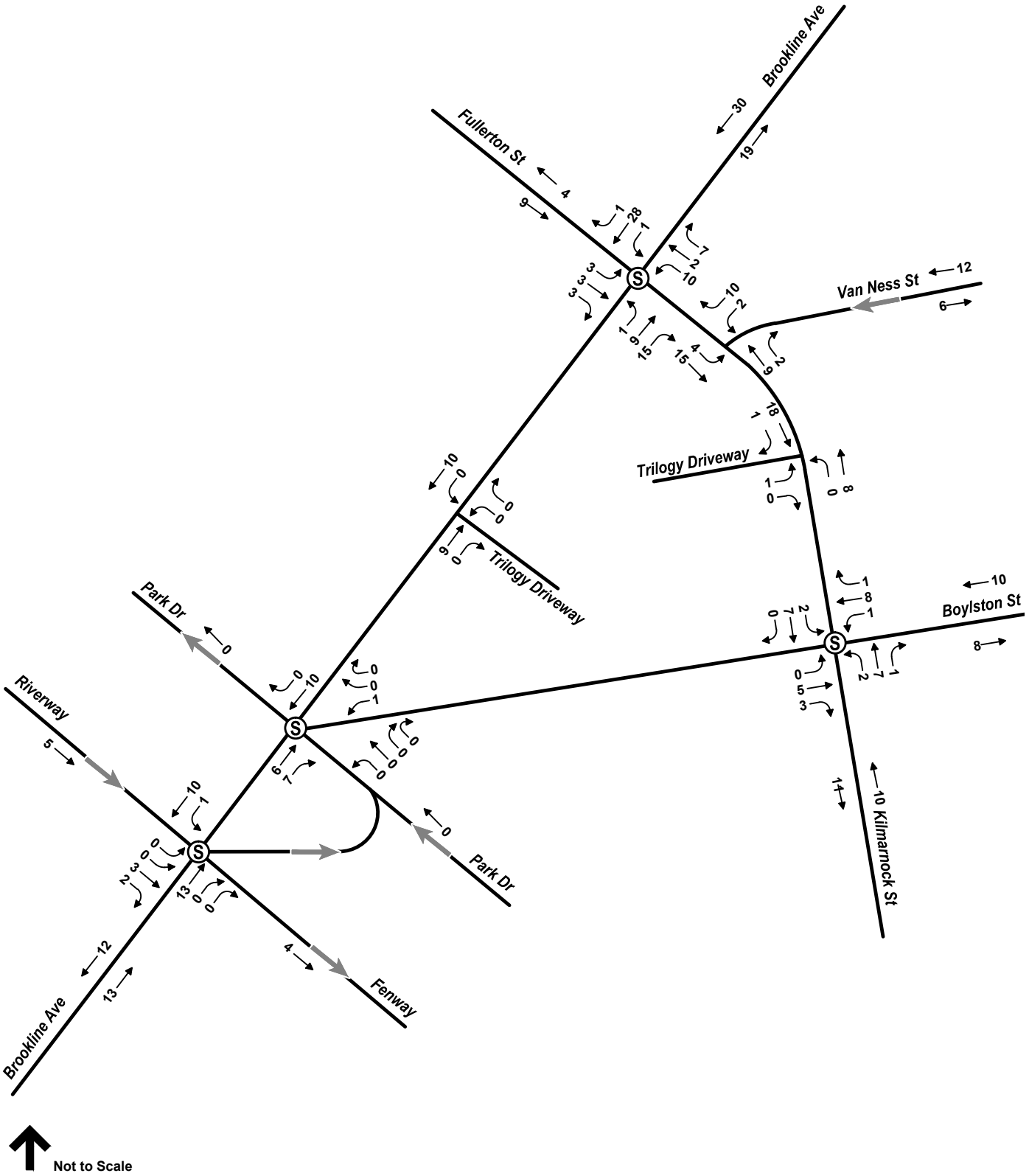


Figure 3.9
2012 Existing Condition
PM Peak Hour Bicycle Volumes

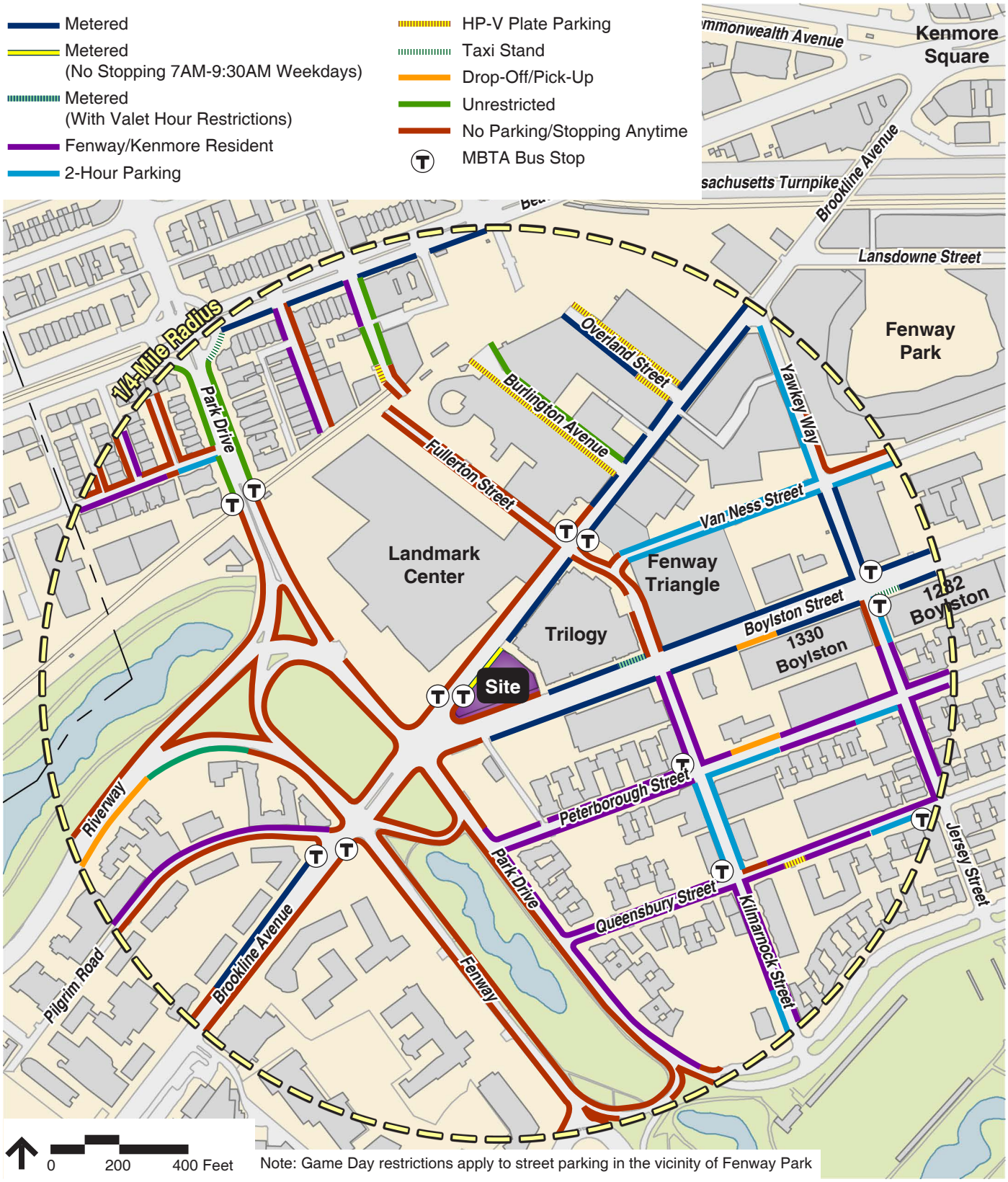


Figure 3.10
Summary of Nearby On-Street Parking Regulations

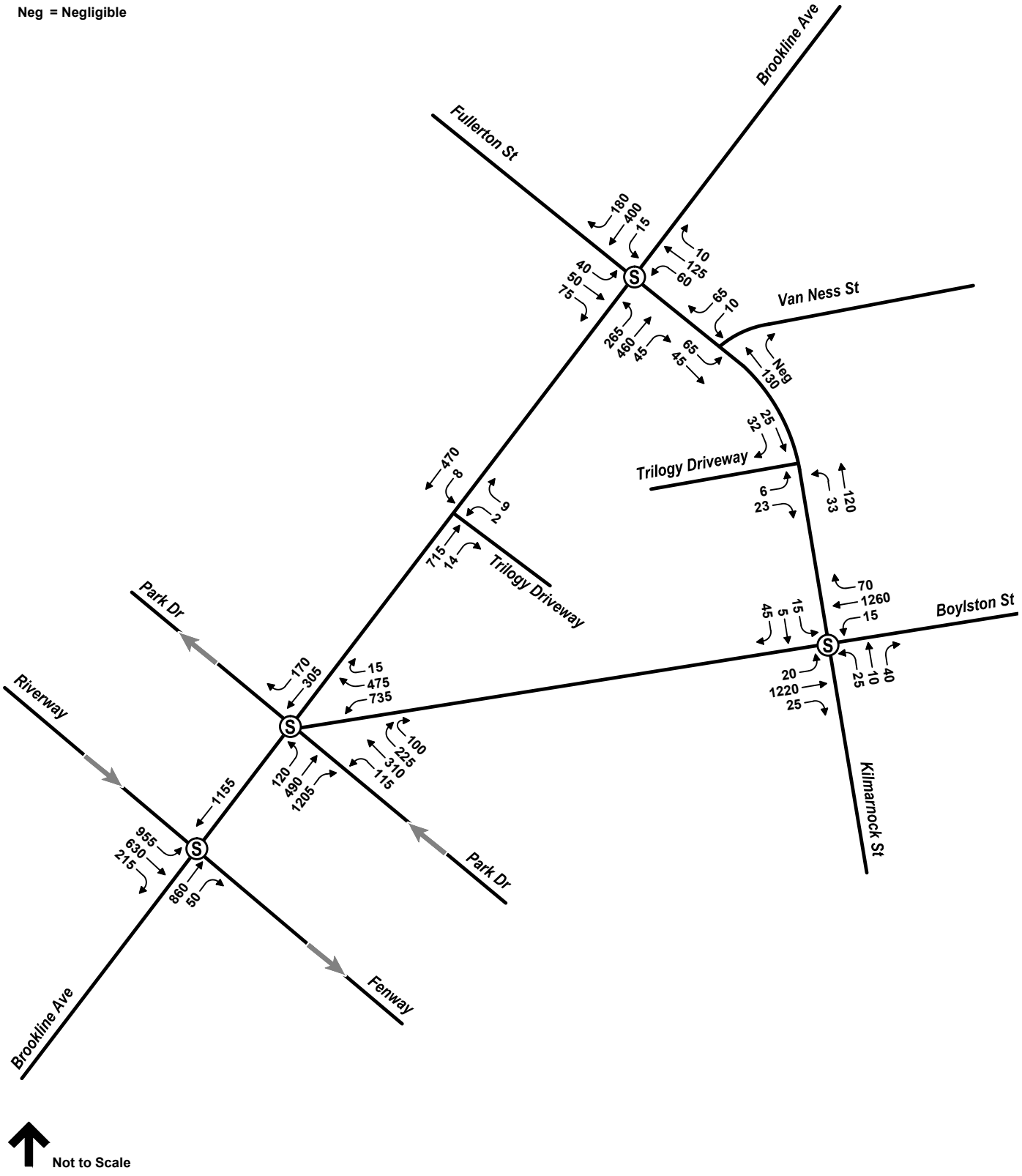


Figure 3.11
2017 No-Build Condition
AM Peak Hour Traffic Volumes

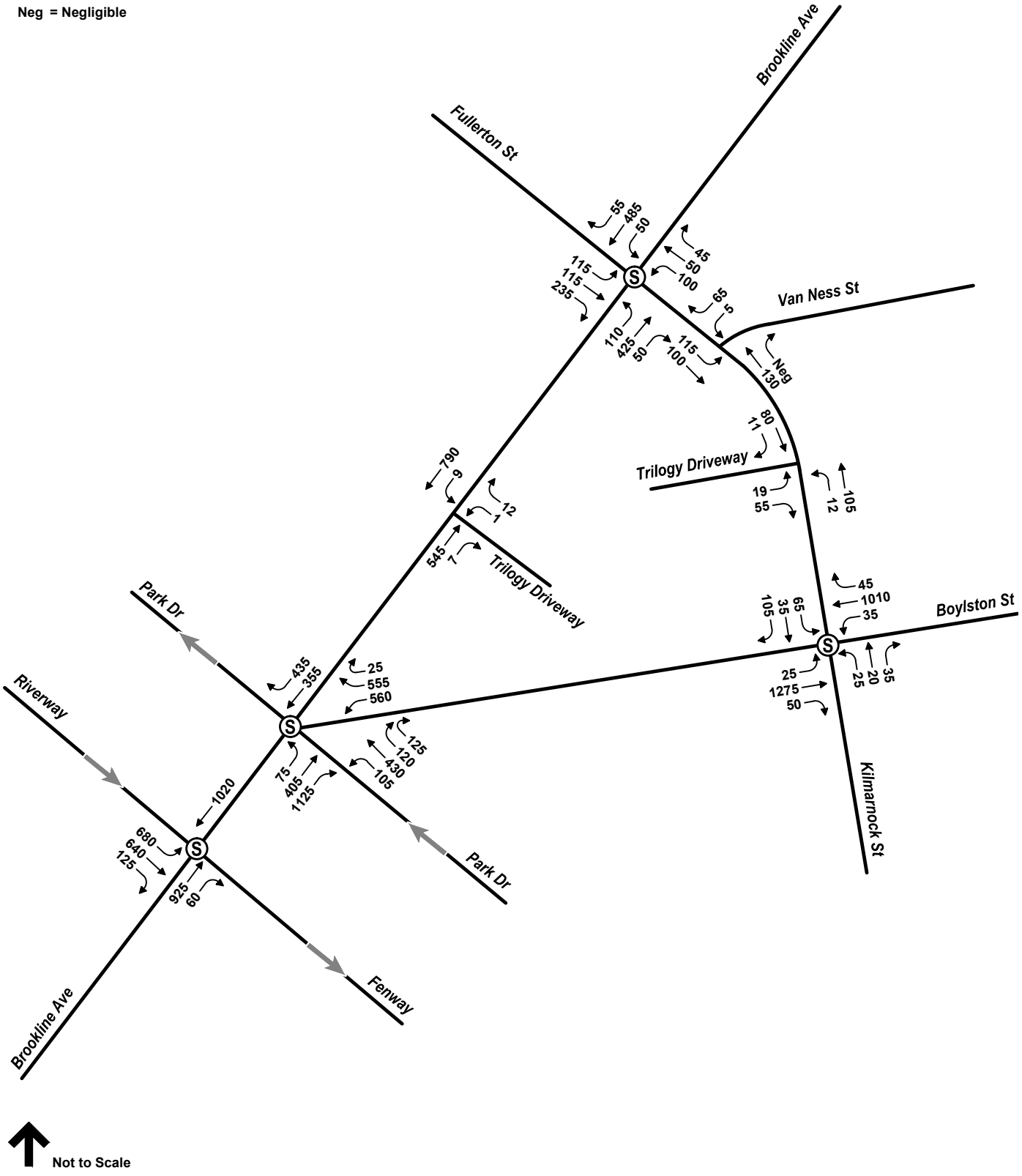


Figure 3.12
2017 No-Build Condition
PM Peak Hour Traffic Volumes

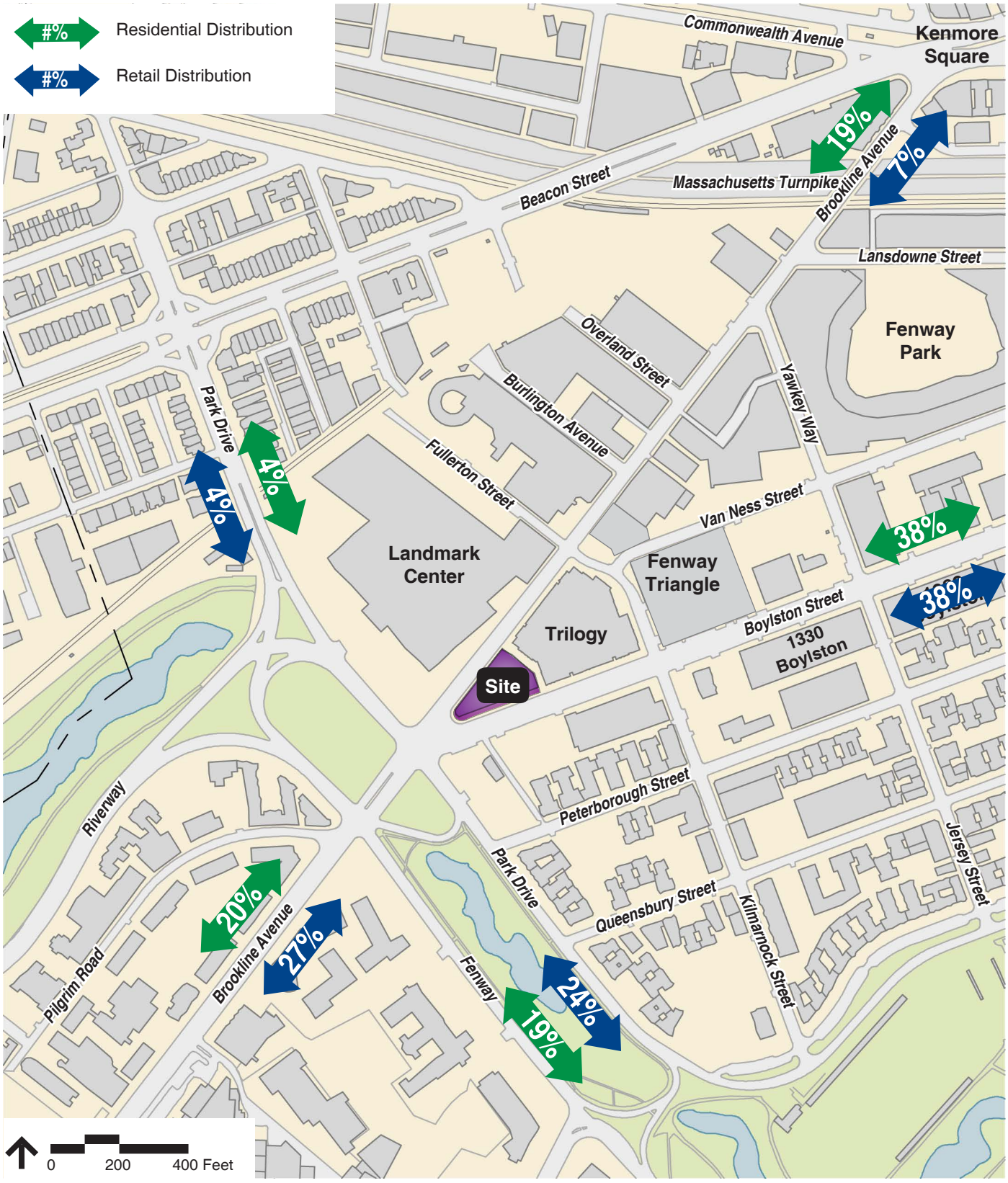


Figure 3.13
Vehicle Trip Distribution

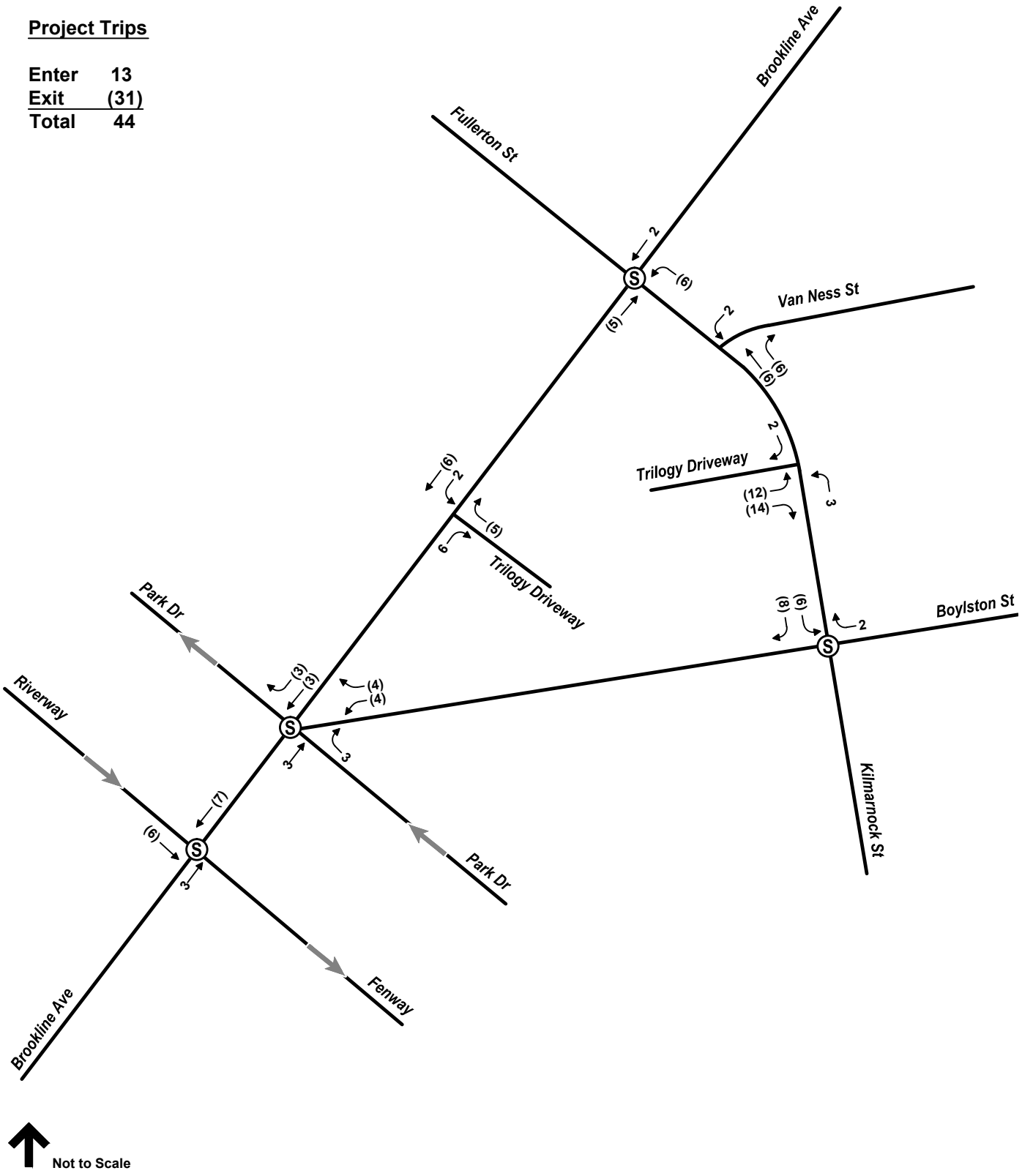


Figure 3.14
Project Trips
AM Peak Hour Traffic Volumes

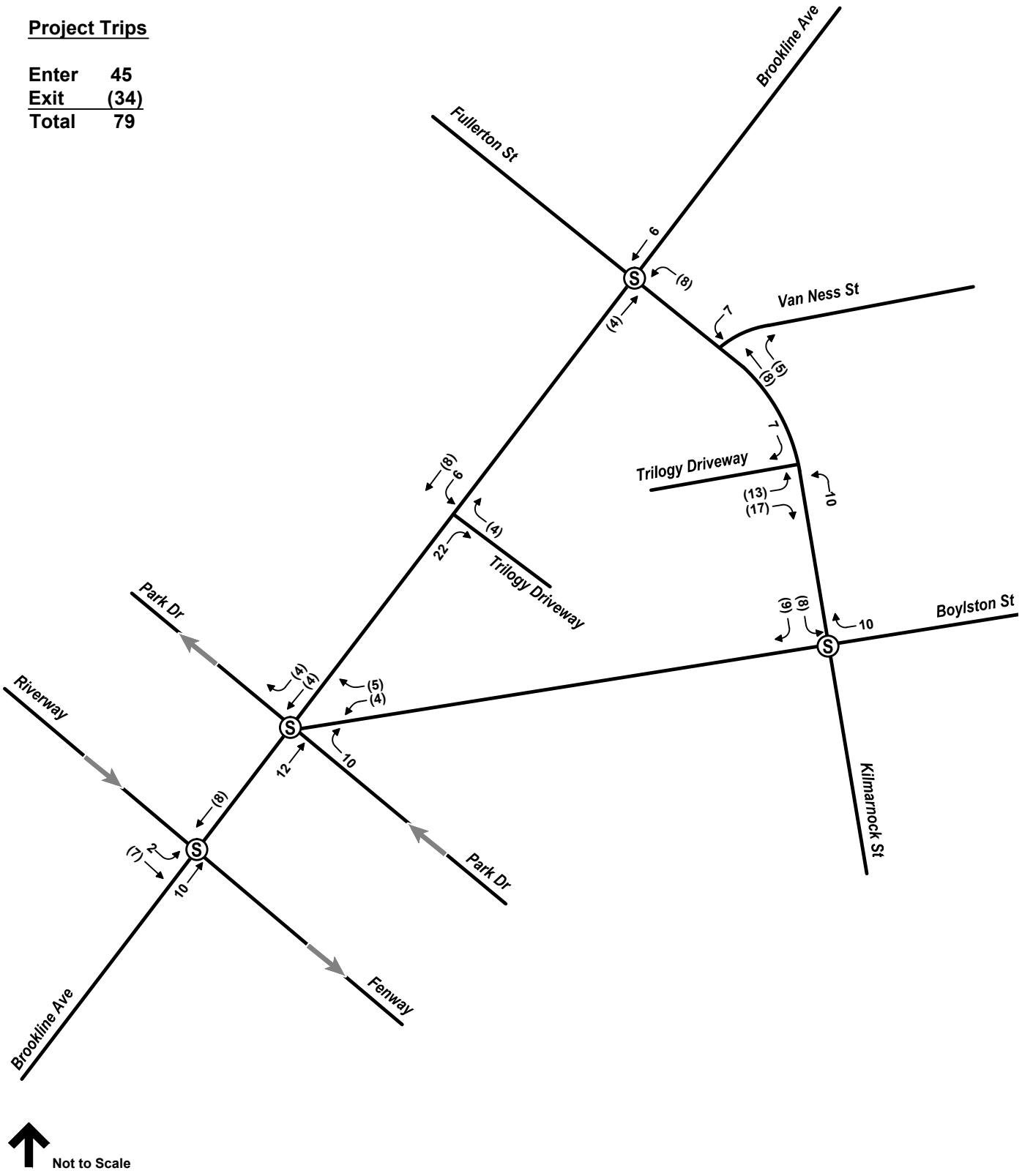


Figure 3.15
Project Trips
PM Peak Hour Traffic Volumes

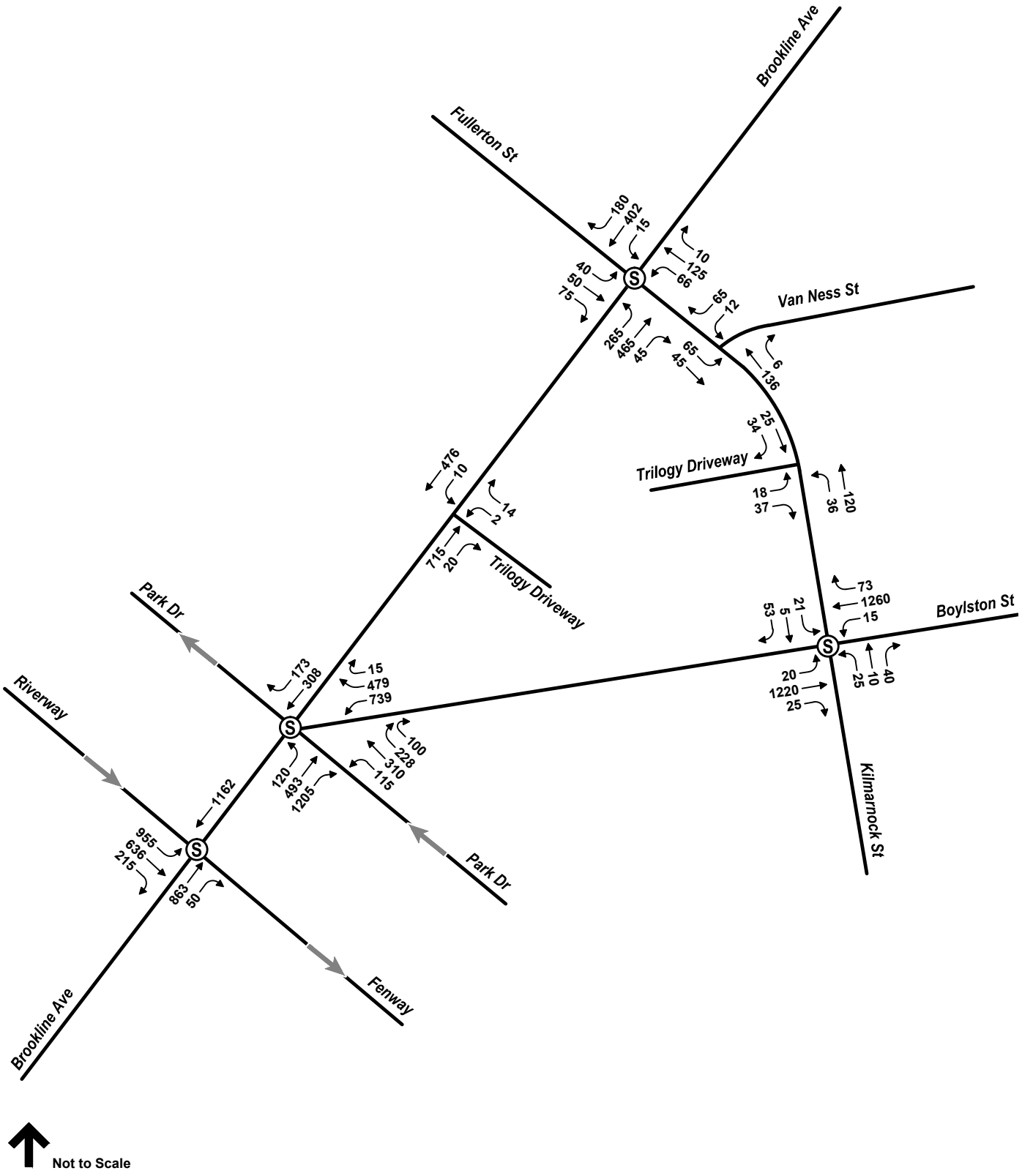


Figure 3.16
2017 Build Condition
AM Peak Hour Traffic Volumes

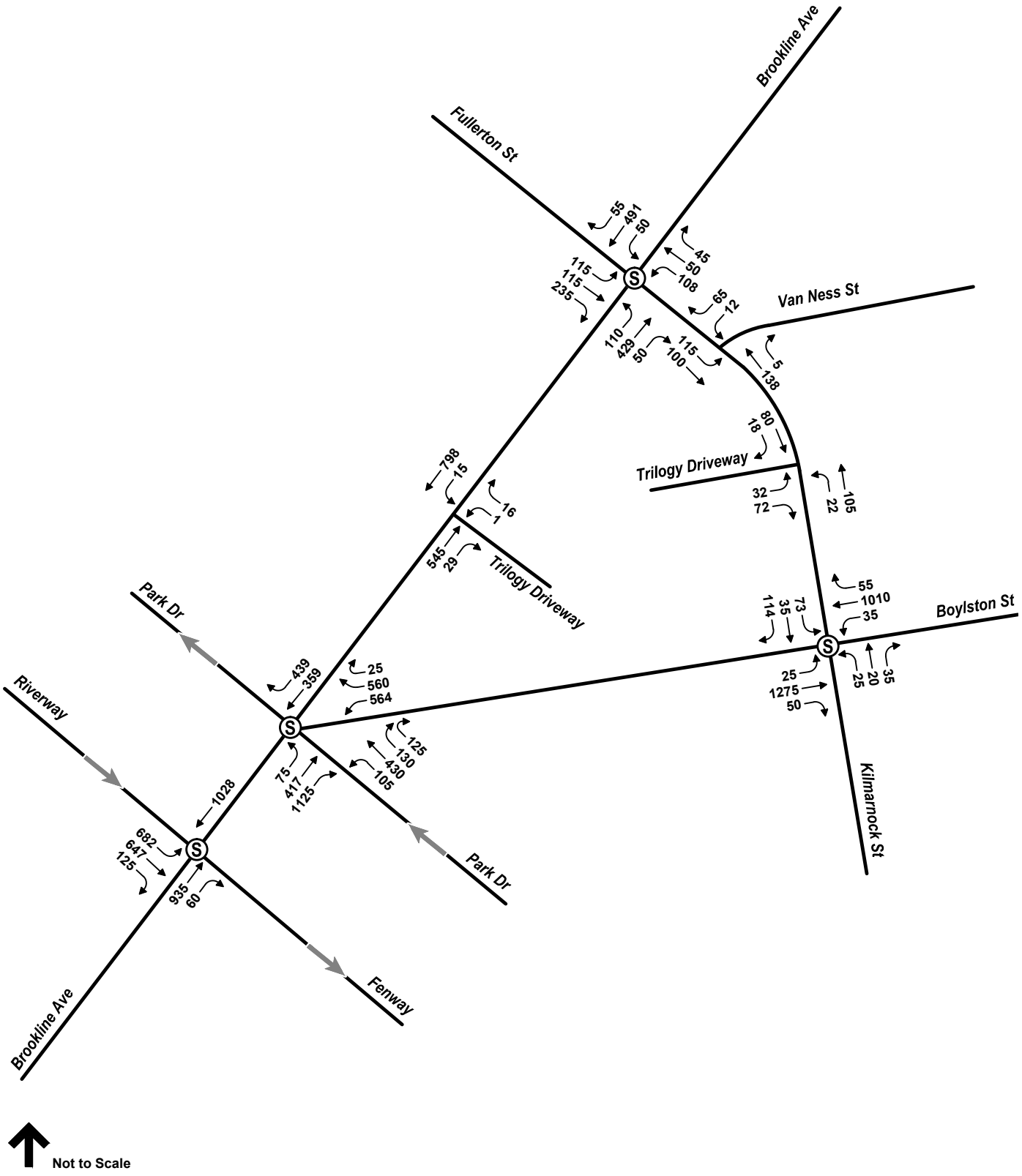


Figure 3.17
2017 Build Condition
PM Peak Hour Traffic Volumes

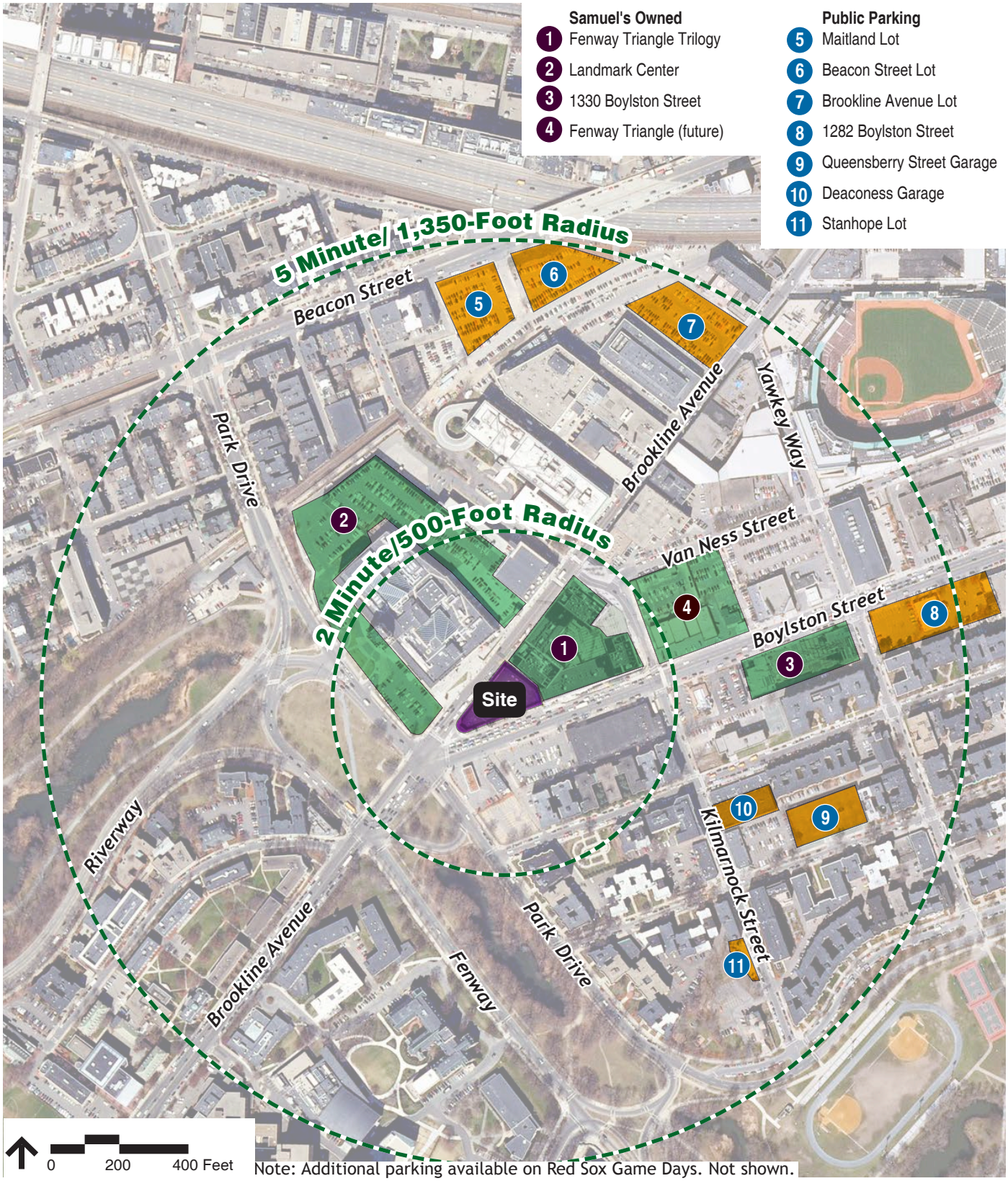


Figure 3.18
Publicly Available Existing Off-Street Parking (Non-Game Day)

4

Environmental Protection

Introduction

This chapter presents information on the environmental conditions in the vicinity of the Project Site and the potential changes that may occur as a result of the Project, as described in the *Project Description* chapter. A key goal of the Project is to redevelop the Site for higher and better uses, while avoiding or minimizing potential adverse environmental impacts.

As discussed in more detail below, the Project-related impacts, which are to be expected in any high-rise development of this scale, are counterbalanced by the significant benefits for the neighborhood and city, including the realization of many of the City's planning goals for the Fenway neighborhood. Temporary construction-period impacts will be managed to minimize disruption to the surrounding neighborhood.

In compliance with the Article 80 Large Project Review guidelines of the Boston Zoning Code, this expanded PNF considers the potential of project impacts in the following categories:

- Pedestrian Wind
- Shadow
- Daylight
- Solar Glare
- Air Quality
- Water Quality
- Flood Hazard
- Groundwater and Geotechnical
- Solid and Hazardous Waste
- Noise
- Construction
- Rodent Control
- Green Building/Sustainability

A pedestrian wind analysis is required because the Project is over 150-feet in height. There is no wildlife habitat located with or in the vicinity of the Project Site. Chapter 2, *Urban Design,* provides detailed descriptions of architectural characteristics, including height, massing, and ground-level treatments, such as pedestrian ways, amenities and landscaping. Chapter 3, *Transportation,* provides the detailed traffic and access impact study. Chapter 5, *Infrastructure Systems,* provides detailed descriptions of the infrastructure and utilities required to support the Project. Chapter 6, *Historic Resources,* identifies and describes historic resources in the vicinity of the Project Site and evaluates potential Project-related impacts to them.

As demonstrated in the following sections as well as in the above-referenced chapters, the Project has been designed to mitigate its environmental impacts.

■

Analysis Conditions

This expanded PNF compares the future no-build and build year conditions in order to identify the potential for the Project to impact the resources listed above. Where applicable, the existing conditions are considered for comparison. In order to compare the effects of the proposed development, the following analysis conditions were identified:

- **2012 Existing Condition** represents the baseline analysis conditions for comparison to future conditions.
- **2017 No-Build Condition** represents the anticipated development conditions based on known planned/approved development projects scheduled to be completed within five years without the Project.
- **2017 Build Condition** represents the 2017 No-Build Conditions with the anticipated development conditions as a result of the Project.

Pedestrian Wind

Pedestrian level winds conditions were evaluated as a part of this expanded PNF document, as required by Section 80-B3 of the Boston Zoning Code. The objective of the wind study was to assess the potential effect of the Project on local wind conditions in pedestrian areas around the Project Site and provide recommendations for minimizing unacceptable effects, if any.

■

Summary of Key Findings

The Project has been designed to minimize or, where possible, eliminate negative effects on the pedestrian wind environment, as it incorporates mitigating elements into its design. Due to wind exposure and the constrained size and shape of the Project Site, eliminating Project-related wind impacts has proven to be particularly challenging. Over 20 iterations of wind tunnel mitigation testing was conducted in an effort to improve upon local wind conditions. Based on these tests it has been determined that the construction of any building taller than the existing single-story building at the Project Site will be exposed to the uninterrupted prevailing winds from the northwest compass quadrant. A large number of mitigation options were considered and analyzed, and the ones that achieve the best results are proposed and compared against the baseline conditions. Given the challenge with winds at the Project Site, significant consideration was given to the building design with regard to minimizing wind effects in the vicinity. The currently proposed configuration almost completely addresses unacceptable wind conditions. The final design of the project will include additional refinements such as landscaping, awnings, and wind screens to adjust conditions for specific ground level uses.

■

Overview

Introduction of new building massing, especially when it extends above the surrounding context, may cause increased local wind speeds at the pedestrian level. Typically, wind speeds increase with elevation above the ground surface, and taller buildings interact with the upper level air flow which in turn can change wind conditions in the pedestrian environment. The funneling of wind through gaps between buildings and the acceleration of wind around corners of buildings may also cause an increase in wind speed. These varying conditions and geometries may also decrease wind speed and create variability across a site.

Building design is an important factor in limiting wind impacts. Building configuration can limit wind impacts through orientation of the building massing, the provision of articulated massing, ground level appurtenances, such as canopies and landscaping, and even elements of the building face.

The most effective way to assess potential pedestrian-level wind impacts around a proposed new building is to conduct scale model tests in a wind tunnel, which Rowan, Williams Davies and Irwin (RWDI) has conducted for the Project, the results of which are summarized in this section.

The consideration of wind in planning outdoor activity areas is important since high winds in an area tend to deter pedestrian use. For example, winds should be relatively light in areas where people would be sitting, such as outdoor cafés or playgrounds. For bus stops and other locations where people would be standing, somewhat higher winds can be tolerated. For frequently used sidewalks, where people are primarily walking, stronger winds are acceptable. For infrequently used areas, the wind comfort criteria can be relaxed even further. The actual effects of wind can range from pedestrian inconvenience, due to the blowing of dust or other loose materials in a moderate breeze, to severe difficulty with walking due to the wind forces on the pedestrian.

■

Methodology

The pedestrian wind study involved wind simulation on a 1:400 scale model of the project area. The simulations were conducted by RWDI in a boundary-layer wind tunnel for the purpose of estimating local wind speed conditions under the No-Build Conditions and Build Conditions (with the Project). Both the No-Build and Build Conditions take into account planned projects in the immediate project area, including 1325 Boylston Street, 132 Brookline Avenue, 121 Brookline Avenue and Landmark North. The study identifies specific changes in wind patterns and velocities.

The study modeled the wind conditions at 94 ground level locations, including pedestrian routes and public streets surrounding the Brookline Avenue and Boylston Street buildings, and 8 locations on the proposed building, including rooftop areas. The study locations were reviewed by the BRA prior to conducting the study.

Information concerning the Project Site and its surroundings were derived from: site photographs, information on surrounding buildings supplied by the Proponent and/or project design team, and site plans and elevations of the Project provided by the design team. The following configurations were simulated:

- **No-Build Conditions** – includes existing buildings on and around the Project Site as well as planned buildings within the study locus; and
- **Build Conditions** – includes the proposed building design within the existing site surroundings and any planned buildings within the project area.

The scale model was equipped with specifically designed wind speed sensors that were connected to the wind tunnel's data acquisition system to record the mean and fluctuating components of wind speed at a full-scale height of about five feet above grade in pedestrian areas throughout the study area. Study locations were selected by RWDI based on their extensive experience in modeling pedestrian level wind conditions in Boston. These locations were reviewed by the BRA and updated per their comments prior to testing. Specific study locations were selected to adequately model conditions at along the public pedestrian ways around the site, adjacent abutting properties and at key building roof locations. The horizontal extent of the study area was selected to capture any locations likely to be affected by the Project. This methodology was confirmed by comparing the modeled conditions at the perimeter of the study area under the No-Build and Build Conditions. See Appendix C for further information.

Wind speeds were measured for 36 wind directions, in 10 degree increments, starting from true north. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the reference wind speed in the free stream above the model. The results were then combined with long-term meteorological data, recorded during the years 1973 to 2011 at Boston's Logan International Airport, in order to predict full scale wind conditions. The analysis was performed separately for each of the four seasons and for the entire year. The results of the wind tunnel study were compared to the BRA recommended criteria for evaluating pedestrian level winds.

This study involved state-of-the-art measurements and analysis techniques to predict wind conditions at the study site. However, some uncertainty remains in predicting wind comfort, and this must be kept in mind. For example, the sensation of comfort among individuals can be quite variable. The comfort limits used in this report represent an average for the total population. Also, unforeseen changes in the project area, such as the construction or removal of buildings, can affect the conditions experiences at the Project Site. Finally, the predictions of wind speeds are necessarily a statistical procedure. The wind speeds reported are for the frequency or occurrence stated (on percent of the time). Higher wind speeds may occur but on a less frequent basis.

■

Pedestrian Wind Comfort Criteria

The BRA has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BRA wind design guidance criterion states that an effective gust velocity (hourly mean wind speed +1.5 times the root-mean-square wind speed) of 31 miles per hour (mph) should not be exceeded more than one percent of the time. The second set of criteria used by the BRA to determine the acceptability of specific location is based on the work of Melbourne. This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing or walking. The criteria are expressed in terms of benchmarks for the 1-hour mean wind speed exceeded one percent of the time (i.e., the 99th percentile mean wind speed). They are as follows in Table 4-1.

Table 4-1
Boston Redevelopment Authority Mean Wind Criteria*

Melbourne Category	Description	Criteria*
1. Comfortable for Sitting	Recommended for outdoor cafes and amenities that promote sitting.	≤12 miles per hour
2. Comfortable for Standing	Appropriate at major building entrances, bus stops or other areas where people may want to linger but not necessarily sit for extended periods of time.	>12 and ≤15 miles per hour
3. Comfortable for Walking	Appropriate from sidewalks, plazas, parks where people are more likely to be active and receptive to some wind activity.	>15 and ≤19 miles per hour
4. Uncomfortable for Walking	Considered a nuisance for some activities, but can be acceptable, depending upon the season and use of an area.	>19 and ≤27 miles per hour
5. Dangerous	Wind speeds can adversely affect a pedestrian's balance and footing.	> 27 miles per hour

Source: Boston Redevelopment Authority
* Applicable to the hourly mean wind speed exceeded one percent of the time.

The wind climate found in a typical urbanized area in Boston is generally comfortable for the pedestrian use of sidewalks and thoroughfares and meets the BRA effective gust velocity criterion of 31 mph. However, without any mitigation measures; the general wind climate in Boston can be uncomfortable for more passive activities such as sitting.

■

No-Build Pedestrian Wind Conditions

The pedestrian wind conditions without the Project were examined to provide a baseline for the pedestrian wind environment. The same ground level points were used to assess the No-Build and Build Conditions. The pedestrian wind No-Build Conditions are shown in Figure 4.1a.

Under the No-Build Conditions, the area around the Project Site shows some variability in wind conditions resulting from the current building massing and street configurations. Most areas meet the criteria of being comfortable for Sitting, Standing or Walking, as defined in Table 4-1. One off-site location along Peterborough Street (86) is Uncomfortable with unacceptable wind gusts under the No-Build Condition. In the immediate vicinity of the Project Site, the pedestrian wind conditions along both Brookline Avenue and Boylston Street are acceptable with the exception of one location (91), which is Dangerous in the No-Build Condition. Three

locations directly at the Project Site (1, 6, and 12) are currently Uncomfortable and one location (13) is Uncomfortable with unacceptable wind gusts.

■

Build Pedestrian Wind Conditions

The pedestrian wind conditions as a result of the Project are shown in Figure 4.1b. As anticipated, the building's effects during the winter months, when the winds come primarily from the northwest, were the most notable. In comparing the No-Build and Build Conditions, changes to the wind speeds and patterns were incremental and clustered in the immediate vicinity of the proposed building. Off-site, location 86 along Peterborough Street will not be impacted by the Project and will remain unchanged (Uncomfortable with unacceptable wind gusts). Location 91, which under the No-Build Condition is at a Dangerous level, is improved with the Project, which includes the installation of landscaping in that area. Also off-site (at the corner of the adjacent building on Boylston Street), the pedestrian wind conditions at Location 16 are improved as a result of the Project.

At the Project Site, Locations 1, 6, and 13 remain unchanged under the Build Conditions (an Uncomfortable level) where Location 13 continues to also have unacceptable wind gusts even with the proposed mitigation (described further below). Location 12 falls within the site driveway and is improved under the Build Condition (from Uncomfortable to Standing).

Proposed Mitigation

Mitigation measures proposed under the Build Condition include a solid canopy and porous vertical screens at the building's westernmost facade, just north of Location 6. In addition, as a general measure to improve the pedestrian experience relative to wind, the addition of trees is proposed along the north side of Brookline Avenue and at the west end of the Project Site at the juncture of Brookline Avenue and Boylston Street. To address the existing unacceptable wind gusts in the site driveway (Location 13), the project design team evaluated numerous mitigation strategies, such as the provision of a longitudinal awning or canopy to address this ground level condition. The team decided on a porous canopy strategically located over a portion of the site driveway as a means of substantially calming wind activity in the driveway. None of the numerous strategies evaluated were shown to completely eliminate the wind gust condition at Location 13. The design team anticipates that as the building design progresses, wind effects at this location may be further reduced through the provision of an architectural detail, such as awnings and/or screens.

Though not required, mitigation for outstanding Uncomfortable points (such as Locations 1 and 6) will be addressed on a location by location basis to match proposed uses and needs and will likely take the form of an architectural detail, such as awnings and/or screens. These measures will be developed as the design of the pedestrian environment and building progresses. All of these details are expected to further contribute to the mitigation of wind effects.

Shadow

This section describes the anticipated changes to shadows in the project area as a result of the Project.

■

Summary of Key Findings

To be expected when replacing a low-density, suburban-style development pattern with urban buildings of varying heights, the Project will result in new shadows within roads and sidewalks during various times of the year. The majority of new shadows are along the portions of Brookline Avenue within the vicinity of the Project Site. There is no negative impact on the Back Bay Fens—a park that is part of the Emerald Necklace landscape feature that meanders to the west of the Project Site.

The presence of these new shadows is consistent with the urban environment and planning objectives of the neighborhood, and when combined with the Proponent's proposed enhancements to the public realm in the area, are not likely to discourage the use of sidewalks or public areas in the vicinity of the Project Site. It is anticipated that the neighborhood will benefit from the Project because it will draw more pedestrian traffic to it and the surrounding area, thus enhancing commercial and recreational activities within the neighborhood.

■

Regulatory Context

The Proponent has completed a shadow study as part of this expanded PNF to ascertain the potential new shadow impacts resulting from the Project. The shadow impact study has been conducted in accordance with Section 80B-2 of the City of Boston Zoning Code with particular emphasis on sidewalks, public plazas, and other public open spaces as well as nearby building of historical importance. As contemplated by Section 80B-2(b) of the code, the shadow study for the Project compares the Build and No-Build Conditions.

■

Methodology

The following shadow study has been prepared using methodologies consistent with accepted practices for such studies completed under Article 80 review. The analysis provides a comparison of the No-Build and Build Conditions. This is accomplished by using a three-dimensional model of the project area using data provided by the BRA, updated to include nearby foreseeable projects. The analysis is based on the BRA's 3D massing model for the Fenway neighborhood and includes the adjacent Trilogy building located between Brookline Avenue and Boylston Street, 1330 Boylston Street, and currently approved projects (i.e., 121 Brookline Avenue and Landmark Center North). The study was completed using standard sun altitude and azimuth data for each study date estimated to occur at latitude and longitude 42°20'37.58"N, 71°6'6.48"W. Times were adjusted for daylight savings time as appropriate. The No-Build and Build Conditions were compared for the spring and fall equinoxes, and the summer and winter solstices at 9:00 AM, 12:00 Noon and 3:00 PM. Additional shadows were estimated for summer solstice and fall equinox at 6:00 PM.

■

Potential Effects

The following section describes the estimated shadows under the Build and No-Build Conditions.

March 21

March 21 is the spring equinox on which Boston experiences roughly equal length day and night. The No-Build and Build Condition shadows are depicted on Figure 4.2a.

No-Build Condition

On March 21 at 9:00 AM, the Project Site is shaded along its two sides. Most of the sidewalk along the Brookline Avenue frontage remains in shadows cast by the existing on-site building while the Trilogy building creates shadows on the driveway to the east of the Project Site. The site frontage along the Boylston Street is in full sunlight. In the vicinity of the Project Site, the Landmark Center casts its shadows west over its front entrance and to the north over its parking lot.

At 12 noon on March 21 as the sun moves to the south, much of the shadows over the sidewalk along Brookline Avenue get shorter and most of the driveway comes out of the shade of Trilogy. The Boylston Street frontage remains in full sunlight. Also, the Landmark Center no longer casts its shadows by its front entrance. By 3:00 PM, the shadows move east, allowing sunlight to shine through Brookline Avenue and Boylston Street. Shadows are cast on the driveway to the east of the Project Site.

Build Condition

Under the Build Condition, at 9:00 AM the existing shadows on Brookline Avenue frontage will expand towards the northwest over a portion of the Landmark Center. By 12:00 Noon, these new shadows clear off the front entrance of the Landmark Center and fall on a smaller portion of the Brookline Avenue frontage. The proposed building will also cast shadows on a limited portion of the driveway to the east of the Project Site and on the west façade of Trilogy. At 3:00 PM, the shadows along Brookline Avenue clear off. Thus, the only effect caused by the Project is partial shadows on west façade of Trilogy and on the site driveway.

June 21

June 21 is the summer solstice with the longest day of the year and the smallest shadows expected. Figure 4.2b depicts the anticipated shadows cast by the No-Build and Build Conditions.

No-Build Condition

At 9:00 AM, the Project Site is shaded along its two sides: most of the sidewalk along the Brookline Avenue is covered by shadows from the existing on-site building; and the driveway to the east is shaded by Trilogy. As in the case of the spring equinox, the whole frontage along the Boylston Street receives full sun exposure and the Landmark Center casts shadows to the west on its front entrance.

On June 21 by 12:00 Noon, the existing shadows move north and disappear totally on both Brookline Avenue and the driveway to the east of the Project Site. The Boylston Street frontage still remains in full sunlight and the shadows cast west of the Landmark Center on its front entrance disappear. At 3:00 PM, the existing shadows move towards the east, partially over the driveway. Both Brookline Avenue and Boylston Street frontages receive full sun exposure. By 6:00 PM, the majority of the surrounding streets are within the shadows of the existing buildings.

Build Condition

At 9:00 AM, the Project casts additional shadows on Brookline Avenue, which already receives shadows from existing on-site building. A small portion of the west parking lot at the Landmark Center also goes under new shadows from the Project. At 12:00 Noon, the sun moves towards the Brookline Avenue frontage and a portion of the driveway to the east and west façade of Trilogy. At 3:00 PM, the sun is located in a westerly orientation where new shadows are limited to the driveway to the east, the west façade of Trilogy, and frontage along Boylston Street. By 6:00 PM, the sun is due northwest and new shadows cover portions of the Boylston Street frontage and the west façade of Trilogy as well as extend over several roof-tops of existing buildings located south-east of the Project Site.

September 21

September 21 is the fall equinox where Boston experiences roughly equal length days and nights. The No-Build and Build Condition shadow conditions are depicted on Figure 4.2c.

No-Build Condition

At 9:00 AM, the sun is located in the southeast. Similar to the spring equinox and summer solstice, the existing on-site building cast shadows on most of the sidewalk along the Brookline Avenue frontage. The driveway to the east of the Project Site is also under shadow cast by Trilogy while the Boylston Street frontage is in full sun exposure. In addition, the Landmark Center casts its shadows towards the west by its front entrance.

By 12:00 Noon, the sun is due south. At this time, shadows shift towards north and shrink on the Brookline Avenue frontage. The driveway to the east goes under partial shadows from the existing on-site building while the Boylston Street frontage remains in full sunlight. In the near vicinity, the shadows west of the Landmark Center disappear.

By 3:00 PM, the sun is located in the southwest. The shadows along the Brookline Avenue frontage disappear completely, while the driveway to the east goes under more shadows from the existing on-site building. Boylston Street frontage remains in full sunlight during this time. At 6:00 PM, the sun has nearly set and most of the neighborhood is in the shadows of existing buildings.

Build Condition

Under the Build Condition, at 9:00 AM the proposed building will cast additional shadows towards the north over Brookline Avenue, which is already mostly in shade to the east, as well as by the front entrance of the Landmark Center. At 12:00 Noon, the portion of the Brookline Avenue frontage that receives new shadows from the Project shrinks and moves towards the northeast. Also, limited shadows fall onto the west façade of

Trilogy. At 3:00 PM, the sun shifts west and new shadows are limited to portions of the driveway to the east and the west façade of Trilogy. The frontage along Brookline Avenue and Boylston Street is in full sun exposure. By 6:00 PM, most of the neighborhood is in shadows, as the sun is very low in the sky and, therefore, very limited amounts of net new shadows are experienced.

December 21

December 21 is the winter solstice and the shortest day of the year. Boston experiences long shadows throughout the day in most locations. The No-Build and Build Condition shadows are depicted on Figure 4.2d.

No-Build Condition

At 9:00 AM, the sun is located almost in the south and low in the sky resulting in expansive shadows towards the north. Under the No-Build Conditions, all of the Brookline Avenue site frontage and portion of the driveway to the east are under shade while most of the Boylston Street frontage is in sunlight. The Landmark Center casts shadows north over its parking lot. At 12:00 Noon, the existing on-site building shades most of the Brookline Avenue frontage and a portion of the driveway to the east. Like the summer solstice and the two equinoxes, the Boylston Street frontage is in full sunlight. At 3:00 PM, the sun is located in the southwest and low in the sky, shading the majority of the driveway to the east. The Brookline Avenue frontage is mostly clear of shadows and the Boylston Street frontage continues to receive full sunlight. The sun sets approximately at 4:15 PM EST.

Build Condition

At 9:00 AM, new shadows are limited to the sidewalk along Brookline Avenue, the southern façade and roof of the Landmark Center, and several roof-tops of existing buildings just north of the Landmark Center. By 12:00 Noon, new shadows move over the sidewalk along Brookline Avenue towards the northeast as well as over a small portion of the west façade of Trilogy. At 3:00 PM, the sun is low in the sky and shadows dominate the area around the Project Site. New shadows are cast by the proposed building largely in the northeasterly direction and fall on a portion of west façade of Trilogy. The Brookline Avenue frontage comes out of shadow and the Boylston Street frontage remains in full sunlight during this time. The sun sets on December 21 approximately at 4:15 PM EST.

Daylight

The following section describes the anticipated effect on daylight coverage at the Project Site as a result of the Project. An analysis of the obstruction of skyplane under the No-Build and Build conditions is a requirement of the Article 80 Large Project Review (Section 80B-2(c) of the City of Boston Zoning Code). The daylight analysis was prepared using the BRA's Daylight Analysis Program (BRADA) and has been completed in accordance with the requirements of Article 80.

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Summary of Key Findings

Each viewpoint (the centerlines of Boylston Street, centered on the southern façade of the building, and Brookline Avenue, centered on the northern façade of the building) will experience an increase in skyplane obstruction under the Build Condition. The results of the analysis are presented in Figure 4.3. This effect is to be expected and cannot be avoided when replacing low-rise building with a much taller building with the varied massing. The proposed redevelopment is consistent with the planning goals for the Fenway neighborhood and these portions of the Boylston Street and Brookline Avenue corridors (e.g., mixed-use development of higher densities than what currently exist). While the desired density and massing of the Project necessitates obstructing a portion of the views at the Site, the varied massing of the Project lessens the impact on daylight as compared to a build option that would use a uniform massing. Additionally, pedestrian enjoyment of the urban experience along Boylston Street and Brookline Avenue will be improved through public realm improvements where the net effect of the Project will be a substantial enhancement of the public realm in this area.

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Methodology

The Project was analyzed using the BRADA and by comparing the Existing/No-Build Condition and Build Condition. This section provides a description of the methodology used for the analysis.

BRADA Software

The BRADA program was developed in 1985 by the Massachusetts Institute of Technology to estimate the pedestrian's view of the skydome taking into account the massing and building materials used. The software approximates a pedestrian's view of a site based on input parameters such as: location of viewpoint, length and height of buildings and the relative reflectivity of the building facades. 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 skyplane obstruction and provides a graphic depicting the analysis conditions.

The model inputs were taken from a combination of the BRA City model, an existing conditions survey, and schematic design plans prepared by Arquitectonica Architects dated December 2012. As described above, the BRADA software considers the relative reflectivity of building facades when calculating perceived daylight obstruction. Highly reflective materials are thought to reduce the perceived skyplane obstruction when compared to non-reflective materials. For the purposes of this daylight analysis, the building facades are considered non-reflective, resulting in a conservative estimate of daylight obstruction.

Viewpoints

The following viewpoints were used for this daylight analysis:

- **Boylston Street** – This viewpoint is located on the centerline of Boylston Street, centered on the southern façade of the building.

- **Brookline Avenue** – This viewpoint is located on the centerline of Brookline Avenue, centered on the northern façade of the building.

These points represent one viewpoint for each building façade when viewed from the adjacent pubic way, sidewalk or property line, as appropriate.

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Daylight Existing/No-Build Conditions

Under the Existing/No-Build Condition, about one quarter, or 25.1 percent, of the Project Site's skyplane is obstructed along Boylston Street due to the low-rise nature of the existing buildings. Along Brookline Avenue, more of the skyplane is obstructed (43.6 percent) compared to Boylston Street because the buildings are not set back on this side of the block.

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Daylight Build Conditions

The Project-related daylight impacts for the viewpoints from Boylston Street and Brookline Avenue are presented in Figure 4.3. Under the Build Condition, both viewpoints are expected to experience an increase in skyplane obstruction (79.5 percent obstruction along Boylston Street and 82.8 percent obstruction along Brookline Avenue) due to the increased height of the proposed building. This effect is to be expected and cannot be avoided when replacing a low-rise building with a much taller building. The proposed redevelopment is consistent with the planning goals for the Fenway neighborhood and these portions of the Boylston Street and Brookline Avenue corridors (e.g., mixed-use development of higher densities than what currently exists). The desired density and massing of the Project necessitates obstructing a portion of the views at the Site.

The proposed mixed-use nature of the Project will, by design, build on and increase the pedestrian activity generated by recent mixed use projects along the adjacent sidewalks of Boylston Street and Brookline Avenue. Pedestrian enjoyment of the urban experience in this area will be further enhanced through public realm improvements and the net effect of the Project will be a substantial improvement of the public realm in this area.

Solar Glare

This section summarizes the potential solar glare impacts as a result of the Project. Analysis was conducted on the potential solar glare impact on streets (visual impairment vehicle traffic), and public open spaces and pedestrian areas (discomfort due to reflective spot glare), as well as the potential for solar heat buildup in any nearby buildings receiving reflective sunlight from the proposed building. Appendix D of this PNF includes the complete report.

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Summary of Key Findings

The Project will not result in solar glare impacts on streets (visual impairment vehicle traffic), or on public open spaces and pedestrian areas (discomfort due to reflective spot glare). The Project will not produce solar heat buildup on nearby buildings that may receive reflective sunlight from the proposed building. The proposed building design specifications, such as façade design, glazing systems with specific solar and optical characteristics as well as streetscape improvements (i.e., street trees) are considered to mitigate the reflected glare from the viewers' viewing directions. Additionally, the proposed building design aims to minimize any negative solar glare effects on passing birds by creating a façade composed of a series of angled elements that alternate between masonry and glazed panels, thus disconnecting visual reflections.

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Solar Glare Analysis Methodology

Glare is the loss in visual performance or visibility, or annoyance or discomfort produced by a luminance in the visual field greater than the luminance to which the eyes are adapted. There are three types of glare: veiling or disability glare, discomfort glare, and reflection glare.

A computer simulation combined with spread sheet calculations are used to determine the CIE Glare Index (CGI) and/or CIE Glare factors/ rating for a given site. The simulation uses hourly weather data based on average Boston climatic conditions to obtain glare conditions within the critical field of view. The computer simulation also accounts for actual glass/glazing assumptions in order to determine spectral transmittance and reflectance data which identifies problem areas near the proposed building.

The subjective scales for the evaluation of these reflections include:

- **Perceptible** - The point at which you would prefer the light not to be present. Imagine that it is a pilot light on a computer and you are obliged to set the pilot light on/pilot light off. This is the level at which you would begin to care about such decision.
- **Annoying** - You could live with this glare source present if you were borrowing someone else's computer for a day. If this glare source were present, you would prefer to remove the glare source if it were possible, but could live with this annoyance for the next hour or so.
- **Disturbing** - This make you feel uncomfortable. If you had to work like this for any reasonable length of time (5 minutes or so) you would do something to cover the source. Shield your eyes, etc. In order to avoid the discomfort.
- **Intolerable** - you could not imagine yourself working with the light source like this. You would certainly close your eyes or take another avoidance action.

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Solar Glare Impact Analysis Findings

The proposed building design specifications, such as façade design, glazing systems with specific solar and optical characteristics as well as streetscape improvements (i.e., street trees) are considered to mitigate the

reflected glare from the viewers' viewing directions. Clear, tinted, color, fritted and/or reflective glazing systems' reflectance characteristic, or the outward reflectance, varies from seven percent to 55 percent, respectively; however the amount of reflected sun that reaches the surface of interest varies based on the sun intensity, position, and the total inter-reflection within the surfaces in a given site. Based on glazing studies, various glass samples were selected by the project architect, design team and supported by the MEP team for the energy use of the building given their ASHRAE energy compliance requirement for this climatic zone (zone-5) not to exceed SHGC of 0.40. The characteristics of these glass samples were evaluated for their solar and daylighting performance. The results show that there are no adverse thermal or visual impacts on the surrounding spaces and/or on specifically selected points of interest using glass samples with an outwardly visible reflectance below 15 percent and solar reflectance not exceeding 35 percent based on conditions (refer to Appendix D for these conditions).

The results show that the currently proposed building design (i.e., building geometry with selected glazing system, their specific detail as designed within the elevations, and the associated curtain walls) fully comply with a typical city code ordinance on building façade-related solar glare. The proposed building and landscape within the Project Site and the associated specifications on selected glazing systems with their specific solar and optical characteristics will mitigate the reflected glare from the viewers' viewing directions. The proposed building will not produce reflected illumination, sky-reflected glare, or direct illumination across any lot line from a visible source of illumination of such intensity to cause visual discomfort to pedestrian traffic (i.e., public walking) on the adjacent property or within the property (i.e., pedestrians or building occupants entering and leaving the building site or employees/public during regular daytime working hours). Additionally, the building will not result in visual discomfort problems, such as the traffic hazard, or detract from the use or enjoyment of adjacent surrounding property. The results show that the average glare index and or glare factor does not exceed the 50 scale which is equal to just admissible rating in accordance with the Illuminating Engineering Society of North America (IESNA) Standards,[1] the USA lighting authority, and the International Commission on Illumination (CIE).[2]

Solar Heat Build-Up

The solar heat reflected from the building surfaces would not impact the cooling load of the building itself or the adjacent buildings. In most cases, a large part of incoming solar rays are shielded by the building, shading other adjacent buildings at various times from sun high intensities or under the low solar altitude conditions.

Solar Glare Mitigation for Bird Safety

The Project is designed with a series of angled facades along its major axis (along Brookline and Boylston). Over the length of the façade, the angles change as much as eight degrees. This change in angle helps disconnect visual reflections from the building's surface for passing birds. Additionally, these small, angled facades are framed by a pattern of opaque surface. Therefore, if an approach pattern created an angle where reflections could carry from one surface to another, the opaque surfaces would disconnect this interpretation and serve to alert birds of the hazard.

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1 www.iesna.org
2 www.cie.co.at

Height is also an important factor in collision avoidance. The Project is well below the primary migration zone for all sizes of birds, which varies between 300 and 2,000 feet. The major zone for potential collision at this building is, therefore, below 60 feet. The Project's two retail floors are setback to the residential tower within the first 60 feet of building height. This break greatly mitigates the potential for collision at the upper range of this 60ft zone. Below this break, less reflective glass will be used, further ensuring bird safety at this lower range of this zone. In addition, retail awnings and signage inherently help alert passing birds to potential collision.

Air Quality

This section presents an overview of the results for the air quality assessment conducted for the Project. The purpose of the air quality assessment is to demonstrate that the Project satisfies applicable local, state, and federal air quality requirements. Specifically, the air quality assessment for the Project includes a localized (microscale, or "hot spot") study that evaluates the Project-related concentrations (from vehicles traveling through congested intersections in the project area) of carbon monoxide (CO) and particulate matter ($PM_{2.5}$ and PM_{10}) at sensitive receptor locations.

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Summary of Key Findings

The Project Site is located in the Boston Metropolitan area, which has been classified as a "Maintenance" area for CO and an attainment area for PM10 and PM2.5. The microscale ("hot spot") air quality analysis demonstrates that the Project will meet and is well below the Massachusetts DEP criteria and National Ambient Air Quality Standards (NAAQS) for CO, PM10, and PM2.5. The Project will incorporate reasonable and feasible mitigation measures, including a Transportation Demand Management (TDM) Plan, as presented in Chapter 3, *Transportation* to reduce vehicle emissions. Appendix E includes the support documentation for the air quality analyses. Regarding new heating boilers and emergency generators, the Proponent will apply for any DEP air permits, as required by DEP regulations under 310 CMR 7.00.

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Background

The 1990 Clean Air Act Amendments (CAAA) and the Massachusetts State Implementation Plan (SIP) require that proposed projects not cause any new violation of the NAAQS for pollutants of concern, or increase the frequency or severity of any existing violations, or delay attainment of any NAAQS. The air quality study includes a hotspot (microscale) evaluation of mobile source pollutants. The microscale analysis evaluated CO, PM_{10}, and $PM_{2.5}$ concentrations from roadways and intersections.

The Environmental Protection Agency (EPA) and Massachusetts Department of Environmental Protection (DEP) have established guidance for modeling and review for air quality analysis prepared pursuant to the Massachusetts Environmental Policy Act (MEPA) process. The City of Boston requires that air quality analyses prepared for PNFs meet the EPA and DEP guidelines.

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Pollutants of Concern and Attainment Status

Air pollution is of concern because of its demonstrated effects on human health, in particular the respiratory effects of the pollutants and their potential toxic effects, as described below.

Carbon Monoxide

Carbon monoxide is a colorless and odorless gas that is a product of incomplete combustion. Carbon monoxide is absorbed by the lungs and reacts with hemoglobin to reduce the oxygen carrying capacity of the blood. At low concentrations, CO has been shown to aggravate the symptoms of cardiovascular disease. It can cause headaches and nausea and, at sustained high concentration levels, can lead to coma and death.

Boston is a CO Maintenance area. A Maintenance area is an area that formerly was non-attainment, but, has demonstrated that the air quality has improved to attainment. After 20 years of clean air quality, Maintenance areas can be re-designated to attainment. Projects located in Maintenance areas, as The Point Project currently is, are required to evaluate their CO concentrations on the NAAQS.

Particulate Matter

Particulate matter is made up of small, solid particles and liquid droplets. PM_{10} refers to particulate matter with a nominal aerodynamic diameter of 10 micrometers or less, and $PM_{2.5}$ refers to particulate matter with an aerodynamic diameter of 2.5 micrometers or less. Particulates can enter the body through the respiratory system. Particulates over 10 micrometers in size are generally captured in the nose and throat and are readily expelled from the body. Particles smaller than 10 micrometers, and especially particles smaller than 2.5 micrometers, can reach the air ducts (bronchi) and the air sacs (alveoli) in the lungs. Particulates are associated with increased incidence of respiratory diseases, cardiopulmonary disease, and cancer.

Boston is currently in attainment/unclassifiable for PM_{10} and $PM_{2.5}$. An attainment/unclassifiable area is an area that does not yet have sufficient data to determine its attainment status. The EPA and Federal Highway Administration (FHWA) are in the process of developing modeling guidance for attainment/unclassifiable areas. This air quality evaluation included a microscale analysis to demonstrate compliance with the NAAQS.

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Air Quality Standards

The EPA has set the NAAQS to protect the public health. The NAAQS for CO, PM_{10}, and $PM_{2.5}$ are presented in Table 4-2. The predominant source of air pollution anticipated from the Project is emissions from Project-related motor vehicle traffic. Carbon monoxide, PM_{10}, and $PM_{2.5}$ are directly emitted by motor vehicles. Their concentrations can be calculated and compared to the NAAQS.

Table 4-2
National Ambient Air Quality Standards

Pollutant	Primary Standards		Secondary Standards	
	Level	Averaging Time	Level	Averaging
Carbon Monoxide	9 ppm (10 mg/m^3)	8-hour[1]	None	
	35 ppm (40 mg/m^3)	1-hour[1]	None	
Particulate Matter (PM_{10})	150 ug/m^3	24-hour[2]	Same as Primary	
Particulate Matter ($PM_{2.5}$)	15 ug/m^3	Annual (Arithmetic Mean)[3]	Same as Primary	
	35 ug/m^3	24-hour[4]	Same as Primary	

1 Not to be exceeded more than once per year.
2 Not to be exceeded more than once per year on average over 3 years.
3 To attain this standard, the 3-year average of the weighted annual mean $PM_{2.5}$ concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m^3.
4 To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m^3 (effective December 17, 2006).

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Methodology

The microscale analysis evaluated the emissions of mobile sources from nearby intersections. The mobile source modeling followed the EPA's modeling guidelines.[3] The traffic data was evaluated and the intersections that are currently the most congested and expected to experience an increase in project-generated traffic were identified. Emission factors were obtained from DEP and were combined with the traffic data in EPA's mobile source model to calculate CO, PM_{10}, and $PM_{2.5}$ worst-case concentrations. The microscale worst-case concentrations from the mobile sources determined the maximum project's CO, PM_{10}, and $PM_{2.5}$ concentrations and were compared to the NAAQS.

The microscale analysis utilizes traffic and emissions data for the existing and future No-Build and Build conditions, as described previously. The microscale analysis utilized the traffic (volumes and speeds) and emission factor data for the 2012 Existing, 2017 No-Build, and 2017 Build Conditions. These data were incorporated into air quality models to demonstrate that the project will meet the CAAA criteria. The microscale analysis calculated CO, PM_{10}, and $PM_{2.5}$ concentrations at congested intersections near the project site under Existing, No-Build, and Build conditions.

Study Area

The objective of the microscale analysis was to evaluate the CO, PM_{10}, and $PM_{2.5}$ concentrations at congested intersections in the study area. The intersections in the study area were ranked based on traffic volumes and level of service. The following intersections, which are presented in Figure 4.4, were selected for analysis:

- Brookline Avenue at Fenway

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3 *Guideline for Modeling Carbon Monoxide From Roadway Intersections*, US Environmental Protection Agency, Office of Air Quality Planning and Standards, Technical Support Division; Research Triangle Park, NC; EPA-454/R-92-006 (Revised); September 1995

- Brookline Avenue at Park Drive
- Brookline Avenue at Fullerton Street/Kilmarnock Street
- Boylston Street at Kilmarnock Street
- Boylston Street at Yawkey Way

Modeling

The microscale analysis calculated maximum 1-hour and 8-hour CO concentrations in the project area during the peak CO season (winter), maximum 24-hour PM_{10} concentrations, and maximum 24-hour and annual $PM_{2.5}$ concentrations for PM summer season. The EPA's computer model CAL3QHC Version 2[4] was used to predict CO, PM_{10}, and $PM_{2.5}$ concentrations for each intersection. Receptor locations were selected near the congested intersections based upon areas where the public has access. The intersection receptors were placed at the edge of the roadway, but not closer than 10 feet (3 meters) from the nearest travel lane, as required by EPA. The results calculated at these receptor locations represent the highest concentrations at each intersection. Receptor locations farther away from the intersections will have lower concentrations because of the CO dispersion characteristics. The receptor locations that are along other roadways in the study area are also expected to have lower CO concentrations than the receptor locations at the intersection. The emission rates for vehicles traveling along these roadways are much lower than the emission rates for vehicles queuing at intersections.

The CO, PM_{10}, and $PM_{2.5}$ concentrations were calculated directly using the EPA computer model. The 1-hour CO concentrations include a 1-hour background concentration of 3.0 ppm. The 8-hour CO concentrations were derived by applying a persistence factor of 0.70 to the 1-hour CO concentrations. Similar to the 1-hour CO emissions, the concentrations are expressed in parts per million (ppm) and include an 8-hour background concentration of 2.1 ppm.

The 24-hour PM_{10} concentrations were derived by applying a persistence factor of 0.40 to the 1-hour PM_{10} concentrations. The persistence factor for PM was obtained from the DEP's modeling guidelines.[5] The background concentrations[6] assumed for the 24-hour PM_{10} was 39.7ug/m^3.

The 24-hour $PM_{2.5}$ concentrations were derived by applying a persistence factor of 0.40 to the 1-hour $PM_{2.5}$ concentrations. The background concentrations assumed for the 24-hour $PM_{2.5}$ was 22.3 ug/m^3. The annual $PM_{2.5}$ concentrations were derived by applying a persistence factor of 0.08 to the 1-hour $PM_{2.5}$ concentrations. The background concentrations assumed for the annual $PM_{2.5}$ was 9.8 ug/m^3.

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4 *User's Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections*, US Environmental Protection Agency, Office of Air Quality Planning and Standards, Technical Support Division; Research Triangle Park, NC; EPA-454/R-92-005; November 1992

5 *First Level Screening Guideline for Determining the Air Quality Impact of Stationary Source Air Pollution*; January 1996.

6 *2006-2008 New England Annual Report on Air Quality*, United States Environmental Protection Agency, Region 1, Office of Environmental Measurement and Evaluation North Chelmsford, MA 01863, Ecosystems Assessment Unit, 2007-2009.

Emission Rates

All the vehicle emission factors used in the microscale analysis were obtained using the EPA's MOBILE 6.2[7] emissions model. MOBILE 6.2 calculates CO, PM_{10}, and $PM_{2.5}$ emission factors from motor vehicles in grams per vehicle-mile. The emission rates calculated in this study were adjusted to reflect Massachusetts-specific conditions, such as the state vehicle registration age distribution, the statewide Inspection and Maintenance (I/M) Program, and the Stage II Vapor Recovery System.[8] Emission factors for the mobile sources were determined using the DEP-recommended temperatures for the winter (CO) season and summer (PM) season.

Traffic Data

The air quality study utilized motor vehicle traffic data specifically developed for each analysis condition. The Build Condition used for the microscale analysis includes the physical and operational mitigation proposed to improve traffic operations. The microscale analysis used the evening peak hour traffic conditions during the CO season (winter). Vehicle speeds were developed based upon traffic volumes, observed traffic flow characteristics, and roadway capacity. The traffic data were developed based on the traffic study presented in Chapter 3, *Transportation* of this PNF report.

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Existing Air Quality Conditions

The CAAA resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. The Project is located in the Boston Metropolitan area, which has been classified as a "Maintenance" area for CO and an attainment area for PM_{10} and $PM_{2.5}$.

The microscale analysis determined that the 1-hour CO concentrations for the 2012 Existing Condition ranged from a minimum of 4.2 parts per million (ppm) at the intersection of Boylston Street at Yawkey Way to a maximum of 6.3 ppm at the intersection of Brookline Avenue at Fenway. The corresponding maximum 8-hour CO concentrations ranged from a minimum of 2.9 ppm to a maximum of 4.4 ppm. The microscale CO results are presented in Table 4-3 and Table 4-4 (presented below). All the 1-hour and 8-hour concentrations are below the CO NAAQS of 35 and 9 ppm, respectively. These values are consistent with the area's designation as a CO Maintenance area.

The microscale analysis determined that the 24-hour PM_{10} concentrations for the 2012 Existing Condition ranged from a minimum of 41.3 micrograms per cubic meter (ug/m^3) at the intersection of Brookline Avenue at Kilmarnock Street and the intersection of Boylston Street at Kilmarnock Street to a maximum of 43.3 ug/m^3 at the intersection of Brookline Avenue at Fenway. The microscale PM_{10} results are presented in Table 4-5 (presented below). All concentrations are below the PM_{10} NAAQS of 150 ug/m^3.

The microscale analysis determined that the 24-hour $PM_{2.5}$ concentrations for the 2012 Existing Condition ranged from a minimum of 23.1 ug/m^3 at the intersection of Brookline Avenue at Kilmarnock Street and the

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5 MOBILE 6.2 (Mobile Source Emission Factor Model), The May 19, 2004 official release from US EPA, Office of Mobile Sources, Ann Arbor, MI.

6 *The Stage II Vapor Recovery System* is the process of collecting gasoline vapors form vehicles as they are refueled. This requires the use of a special gasoline nozzle at the fuel pump.

intersection of Boylston Street at Kilmarnock Street to a maximum of 24.3 ug/m^3 at the intersection of Brookline Avenue at Fenway. The maximum annual $PM_{2.5}$ concentrations ranged from a minimum of 10.0 ug/m^3 to a maximum of 10.2 ug/m^3. The microscale $PM_{2.5}$ results are presented in Table 4-6 and Table 4-7 (presented below). All the 24-hour and annual concentrations are below the $PM_{2.5}$ NAAQS of 35 and 15 ug/m^3, respectively.

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Future Air Quality Conditions (Project-Related Impacts)

The following sections present the future Project-related emissions. The microscale ("hot spot") air quality analysis evaluated the Project-related (from traffic) concentrations of CO, $PM_{2.5}$, and PM_{10} from motor vehicle emissions at nearby intersections and the proposed below-grade parking garage exhaust system. This analysis demonstrates that the Project will meet and is well below the NAAQS and Massachusetts standards for CO, PM_{10}, and $PM_{2.5}$.

Carbon Monoxide (CO)

The highest CO concentrations for each intersection are presented in Table 4-3 and Table 4-4. The results show that there are minimal to no increases for 1-hour and 8-hour CO concentrations between the 2017 No-Build and Build conditions due to the minor traffic volume increase and minimal intersection delays experienced at the study intersections. Due to the high mode-share for walking and transit, the Project is anticipated to produce minimal vehicular traffic during the peak hours. The 1-hour CO concentrations ranged between 4.3 and 6.4 ppm, and the 8-hour CO concentrations ranged between 3.0 and 4.5 ppm for both 2017 No-Build and Build conditions. The results of the microscale analysis demonstrate that the 2017 No-Build and Build CO concentrations (both 1- and 8-hour values) for the proposed project are below the NAAQS.

Table 4-3
Predicted Maximum 1-Hour CO Concentrations (Parts Per Million)[1, 2]

Intersection	Receptor	2012 Existing	2017 No-Build	2017 Build
Brookline Avenue at Fenway	R1 - Open Space	5.4	5.6	5.6
	R2 – Emmanuel College	5.5	5.6	5.6
	R3 – Residences	6.3	6.4	6.4
	R4 – Open Space	5.3	5.5	5.5
Brookline Avenue at Park Drive	R5 - D'Angelo Sandwich Shop	5.5	5.8	5.8
	R6 – Open Space	5.0	5.2	5.2
	R7 - Open Space	5.2	5.4	5.4
	R8 - Landmark Center	5.5	5.6	5.6
	R9 - Gulf Gas Station	5.3	5.4	5.4
Brookline Avenue at Kilmarnock Street and Fullerton Street	R10 - Il Giardino Café	4.7	4.7	4.7
	R11 - Chipotle Mexican Grill	4.4	4.3	4.3
	R12 - Blick Art Materials	4.7	4.5	4.5
	R13 - Harvard Vanguard Medical Associates	5.4	5.2	5.2
Boylston Street at Kilmarnock Street	R14 - Goodyear Auto Service Center	4.5	4.5	4.5
	R15 - Burger King	4.4	4.4	4.4
	R16 - Shaw's	4.3	4.3	4.3
	R17 - Burton Grill	4.3	4.4	4.4
Boylston Street at Yawkey Way	R18 – 1295 Boylston St (Rite Aid)	4.3	4.5	4.5
	R19 – Parking Lot	4.2	4.6	4.6
	R20 - Office Building/Public Parking Garage	4.2	4.6	4.6
	R21 – Ballgame Parking Lot	4.2	4.4	4.4

Source: Vanasse Hangen Brustlin, Inc.
1 The concentrations are expressed in parts per million (ppm) and include a 1-hour background concentration of 3.0ppm. The 1-hour NAAQS for CO is 35 ppm.
The emissions presented represent the highest emissions experienced at each intersection.

Table 4-4
Predicted Maximum 8-Hour CO Concentrations (Parts Per Million)[1, 2]

Intersection	Receptor	2012 Existing	2017 No-Build	2017 Build
Brookline Avenue at Fenway	R1 - Open Space	3.8	3.9	3.9
	R2 – Emmanuel College	3.9	3.9	3.9
	R3 – Residences	4.4	4.5	4.5
	R4 – Open Space	3.7	3.9	3.9
Brookline Avenue at Park Drive	R5 - D'Angelo Sandwich Shop	3.9	4.1	4.1
	R6 – Open Space	3.5	3.6	3.6
	R7 - Open Space	3.6	3.8	3.8
	R8 - Landmark Center	3.9	3.9	3.9
	R9 - Gulf Gas Station	3.7	3.8	3.8
Brookline Avenue at Kilmarnock Street and Fullerton Street	R10 - Il Giardino Café	3.3	3.3	3.3
	R11 - Chipotle Mexican Grill	3.1	3.0	3.0
	R12 - Blick Art Materials	3.3	3.2	3.2
	R13 - Harvard Vanguard Medical Associates	3.8	3.6	3.6
Boylston Street at Kilmarnock Street	R14 - Goodyear Auto Service Center	3.2	3.2	3.2
	R15 - Burger King	3.1	3.1	3.1
	R16 - Shaw's	3.0	3.0	3.0
	R17 - Burton Grill	3.0	3.1	3.1
Boylston Street at Yawkey Way	R18 – 1295 Boylston St (Rite Aid)	3.0	3.2	3.2
	R19 – Parking Lot	2.9	3.2	3.2
	R20 - Office Building/Public Parking Garage	2.9	3.2	3.2
	R21 – Ballgame Parking Lot	2.9	3.1	3.1

Source: Vanasse Hangen Brustlin, Inc.

1 The concentrations are expressed in parts per million (ppm). 8-Hour CO background of 2.1 ppm and a persistence factor of 0.70 were used. The 8-hour NAAQS for CO is 9 ppm. The emissions presented represent the highest emissions experienced at each intersection.

Particulate Matter (PM_{10})

The analysis results show that the maximum increase for 24-hour PM_{10} concentrations between the 2017 No-Build and Build conditions is 0.4 ug/m^3. The 24-hour PM_{10} for 2017 No-Build and Build conditions ranged between 41.3 and 42.9 ug/m^3. The results of the microscale analysis demonstrate that the 2017 No-Build and Build PM_{10} concentrations for the Project are below the NAAQS. The highest PM_{10} concentrations for each intersection are presented in Table 4-5.

Table 4-5
Predicted Maximum 24-Hour PM_{10} Concentrations (ug/m3)[1,2]

Intersection	Receptor	2012 Existing	2017 No-Build	2017 Build
Brookline Avenue at Fenway	R1 - Open Space	42.5	42.5	42.5
	R2 – Emmanuel College	42.5	42.5	42.5
	R3 – Residences	43.3	42.9	42.9
	R4 – Open Space	42.9	42.9	42.9
Brookline Avenue at Park Drive	R5 - D'Angelo Sandwich Shop	42.5	42.5	42.9
	R6 – Open Space	41.7	42.1	42.1
	R7 - Open Space	42.5	42.5	42.5
	R8 - Landmark Center	42.5	42.5	42.5
	R9 - Gulf Gas Station	42.1	42.5	42.5
Brookline Avenue at Kilmarnock Street and Fullerton Street	R10 - Il Giardino Café	41.3	41.3	41.3
	R11 - Chipotle Mexican Grill	41.3	41.3	41.3
	R12 - Blick Art Materials	41.3	41.3	41.3
	R13 - Harvard Vanguard Medical Associates	41.7	41.7	41.7
Boylston Street at Kilmarnock Street	R14 - Goodyear Auto Service Center	41.7	41.7	41.7
	R15 - Burger King	41.3	41.3	41.3
	R16 - Shaw's	41.3	41.3	41.3
	R17 - Burton Grill	41.3	41.3	41.3
Boylston Street at Yawkey Way	R18 – 1295 Boylston St (Rite Aid)	41.3	41.3	41.3
	R19 – Parking Lot	41.3	41.3	41.3
	R20 - Office Building/Public Parking Garage	41.3	41.3	41.3
	R21 – Ballgame Parking Lot	41.3	41.3	41.3

Source: Vanasse Hangen Brustlin, Inc.
1 The concentrations are expressed in micrograms per cubic meter (ug/m^3). The background concentrations assumed for the 24-Hour PM_{10} was 39.7ug/m^3. The NAAQS for PM_{10} is 150 ug/m3. The emissions presented represent the highest emissions experienced at each intersection.

Particulate Matter 2.5 ($PM_{2.5}$)

The results show that there are minimal to no increases for 24-hour and annual $PM_{2.5}$ concentrations between the 2017 No-Build and Build conditions due to the minor traffic volume increase and minimal intersection delays experienced at the study intersections. Due to the high mode-share assumed for walking and transit, the Project will produce minimal vehicular traffic during the peak hours. The 24-hour and annual $PM_{2.5}$ for

2017 No-Build and Build conditions ranged from 23.1 to 23.9 ug/m^3 and 10.0 to 10.1 ug/m^3 respectively. The results of the microscale analysis demonstrate that the 2017 No-Build and Build $PM_{2.5}$ concentrations for the proposed project are below the NAAQS. The highest $PM_{2.5}$ concentrations for each intersection are presented in Table 4-6 and Table 4-7.

Table 4-6
Predicted Maximum 24-Hour $PM_{2.5}$ Concentrations (Parts Per Million)[1, 2]

Intersection	Receptor	2012 Existing	2017 No-Build	2017 Build
Brookline Avenue at Fenway	R1 - Open Space	23.9	23.9	23.9
	R2 – Emmanuel College	23.9	23.5	23.5
	R3 – Residences	24.3	23.9	23.9
	R4 – Open Space	23.9	23.9	23.9
Brookline Avenue at Park Drive	R5 - D'Angelo Sandwich Shop	23.9	23.9	23.9
	R6 – Open Space	23.5	23.5	23.5
	R7 - Open Space	23.9	23.5	23.5
	R8 - Landmark Center	23.9	23.9	23.9
	R9 - Gulf Gas Station	23.9	23.5	23.5
Brookline Avenue at Kilmarnock Street and Fullerton Street	R10 - Il Giardino Café	23.1	23.1	23.1
	R11 - Chipotle Mexican Grill	23.1	23.1	23.1
	R12 - Blick Art Materials	23.1	23.1	23.1
	R13 - Harvard Vanguard Medical Associates	23.1	23.1	23.1
Boylston Street at Kilmarnock Street	R14 - Goodyear Auto Service Center	23.5	23.1	23.1
	R15 - Burger King	23.5	23.1	23.1
	R16 - Shaw's	23.1	23.1	23.1
	R17 - Burton Grill	23.1	23.1	23.1
Boylston Street at Yawkey Way	R18 – 1295 Boylston St (Rite Aid)	23.1	23.1	23.1
	R19 – Parking Lot	23.1	23.1	23.1
	R20 - Office Building/Public Parking Garage	23.1	23.1	23.1
	R21 – Ballgame Parking Lot	23.1	23.1	23.1

Source: Vanasse Hangen Brustlin, Inc.

1 The concentrations are expressed in micrograms per cubic meter (ug/m3). The background concentrations assumed for the 24-Hour $PM_{2.5}$ was 22.3 ug/m^3. The NAAQS for $PM_{2.5}$ is 35 ug/m3. The emissions presented represent the highest emissions experienced at each intersection.

Table 4-7
Predicted Maximum Annual $PM_{2.5}$ Concentrations (Parts Per Million)[1, 2]

Intersection	Receptor	2012 Existing	2017 No-Build	2017 Build
Brookline Avenue at Fenway	R1 - Open Space	10.1	10.1	10.1
	R2 – Emmanuel College	10.1	10.0	10.0
	R3 – Residences	10.2	10.1	10.1
	R4 – Open Space	10.1	10.1	10.1
Brookline Avenue at Park Drive	R5 - D'Angelo Sandwich Shop	10.1	10.1	10.1
	R6 – Open Space	10.0	10.0	10.0
	R7 - Open Space	10.1	10.0	10.0
	R8 - Landmark Center	10.1	10.1	10.1
	R9 - Gulf Gas Station	10.1	10.0	10.0
Brookline Avenue at Kilmarnock Street and Fullerton Street	R10 - Il Giardino Café	10.0	10.0	10.0
	R11 - Chipotle Mexican Grill	10.0	10.0	10.0
	R12 - Blick Art Materials	10.0	10.0	10.0
	R13 - Harvard Vanguard Medical Associates	10.0	10.0	10.0
Boylston Street at Kilmarnock Street	R14 - Goodyear Auto Service Center	10.0	10.0	10.0
	R15 - Burger King	10.0	10.0	10.0
	R16 - Shaw's	10.0	10.0	10.0
	R17 - Burton Grill	10.0	10.0	10.0
Boylston Street at Yawkey Way	R18 – 1295 Boylston St (Rite Aid)	10.0	10.0	10.0
	R19 – Parking Lot	10.0	10.0	10.0
	R20 - Office Building/Public Parking Garage	10.0	10.0	10.0
	R21 – Ballgame Parking Lot	10.0	10.0	10.0

Source: Vanasse Hangen Brustlin, Inc.
1 The concentrations are expressed in micrograms per cubic meter (ug/m3). The background concentrations assumed for the annual $PM_{2.5}$ was 9.8 ug/m^3. The NAAQS for $PM_{2.5}$ is 15 ug/m^3. The emissions presented represent the highest emissions experienced at each intersection.

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Stationary Sources

The Project will include heating boilers and emergency generators. The boilers and emergency generators will obtain operating permits under DEP's regulations (310 CMR 7.02) to the extent required. The DEP regulatory process will ensure that these emission sources meet the NAAQS.

Water Quality

The Project represents an opportunity to improve the quality and reduce the quantity of site stormwater runoff compared to existing conditions. Through the implementation of improved stormwater management practices, the Project will comply with the 2008 DEP Stormwater Management Policy and Standards. The Project design includes a stormwater infiltration system, which provides pollutant treatment and promotes the introduction of stormwater runoff into the ground and reduces the rate and quantity of stormwater discharged to the municipal drainage system and ultimately, to the Charles River. The infiltration system will have a positive impact on the surrounding groundwater table.

The Project Site is located within the GCOD, as defined in Article 32 of the Zoning Code. This zoning article sets forth requirements that promote the infiltration of runoff from impervious site areas within the district. The proposed stormwater management controls have been designed to address this requirement. Refer to the 'Drainage/Stormwater Management' section of Chapter 5, *Infrastructure Systems* for more information.

The Proponent will assist in educating the public and further improving the water quality of local water bodies installing permanently plaques that bear the warning "Don't Dump - Drains to Boston Harbor" adjacent to all existing, modified, and new catch basins.

Flood Hazard

There are no wetlands in the immediate vicinity of the Project Site and the Project is not located in a designated flood hazard zone as indicated by a review of the most recent flood mapping available from the Federal Emergency Management Agency (FEMA). Currently, the NSTAR vault is planned to be located on the ground floor with the switch gear room on the second floor to limit the building's vulnerability to future flooding.

Groundwater and Geotechnical

This section describes the Project's potential impact to groundwater levels and geotechnical conditions.

■

Summary of Key Findings

Groundwater levels are not expected to be impacted as part of the planned construction due to stormwater infiltration proposed for the Project. Rather, groundwater levels in portions of the Project Site may increase due to stormwater infiltration proposed for the Project, in accordance with the GCOD. The foundation construction will include the installation of deep end-bearing piles and/or rock-socketed drilled shafts to support the proposed building.

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Groundwater

The stabilized groundwater level in an observation well located in the vicinity of the Project Site was observed to range from depths of about nine to 11 feet below existing ground surface, corresponding to Elevation +5 to Elevation +7 on the Boston City Base (BCB). Groundwater levels are not expected to be lowered as part of the planned construction. Rather, groundwater levels in portions of the Project Site may increase due to stormwater infiltration proposed for the Project, in accordance with the GCOD (discussed further in Chapter 5, *Infrastructure Systems*).

The Project will include coordination with the Boston Groundwater Trust in order to protect groundwater levels in the area, and it will include the installation of groundwater observation wells in the vicinity of the Project Site before site excavation to facilitate monitoring of the groundwater levels before, during, and following construction.

■

Geotechnical

In general, ground surface across the Project Site is underlain by an approximate 10-foot thick miscellaneous fill deposit. Underlying the fill, an approximate 18-foot thick organic deposit is present. The organic deposit is underlain by a marine clay and sand deposit which is about 162.5 feet thick. A glacial till deposit is present underlying the marine deposit at a depth of 190.5 feet below the existing ground surface. Underlying the glacial till deposit, the boreholes encountered bedrock at a depth of 221 feet below the existing ground surface.

The foundation construction will include the installation of deep end-bearing piles and/or rock-socketed drilled shafts to support the proposed building. The foundation piles will be driven into the glacial till deposit and/or bedrock at a depth of about 190 to 220 feet below the existing ground surface. The rock-socketed drilled shafts will be drilled into bedrock to total depths of about 260 feet below the existing ground surface. Vibrations associated with pile driving for the Project will be monitored continuously.

Solid and Hazardous Waste

Presently, there is no known subsurface contamination requiring notification to the DEP. Any on-site hazardous materials, including asbestos containing materials identified in the existing buildings or encountered during construction will be handled in accordance with federal, state, and local regulations. Regarding solid waste during operations, the building will include recycling receptacles/space at each residential floor level and at the loading dock for collection. Retail tenants will utilize disposal services that recycle waste off-site.

A Phase I/Phase II Environmental Site Investigation was completed for the subject site during December 2006 and a Phase I Environmental Site Assessment was completed during April 2011. Specific tasks completed included a visual inspection of the subject site and surrounding properties for the presence of oil or hazardous materials (OHM), a review of historical information regarding the subject property, a review of

federal and state databases and municipal files regarding the use, storage or release of OHM on or near the subject property. As part of the Phase II investigation, chemical testing of groundwater was performed. In summary, the Phase I/II assessments did not indicate the presence of Recognized Environmental Conditions (RECs) with respect to the subject property.

It is currently anticipated that construction of the proposed building will require excavation and off-site disposal of an unknown quantity of existing soil. Disposal of excavated soil will be conducted in accordance with the current policies of the Massachusetts DEP. Chemical testing will be performed as needed to reuse/ dispose of the soils off-site depending on the acceptance criteria of specific facilities.

In addition, procurement of a temporary groundwater dewatering discharge permit from the Environmental Protection Agency (EPA), DEP, and Boston Water and Sewer Commission will be required for pumping and discharge of site groundwater from within the steel sheetpile cofferdam to be installed prior to excavation.

Noise

The purpose of the noise evaluation is to assess potential Project-related noise associated with potential rooftop mechanical equipment and loading activities. The noise analysis included noise monitoring to determine existing sound levels and calculations of future sound levels associated with potential mechanical equipment. The following section discusses noise background, the City of Boston's noise standards, noise analysis methodology, and a comparison to the City's noise criteria.

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Summary of Key Findings

The noise analysis determined that the maximum sound levels that the Project may generate comply with the City of Boston's noise standards at the sensitive receptor locations. The Project will not generate noise levels that exceed the City's noise criteria during the daytime and nighttime period, respectively. The rooftop mechanical equipment has been strategically located on the roof in a mechanical room of the proposed building (Levels 23 and 24). Additionally, during the selection process of the rooftop mechanical equipment, the Proponent will select equipment (including any necessary mitigation measures) that would result in sound levels that do not exceed the maximum sound levels determined in this evaluation. Since majority of the service and loading activities will be serviced on-site and within the proposed building, noise impacts to the sensitive receptor locations will be negligible.

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Noise Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. How people perceive sound depends on several measurable physical characteristics. These factors include:

- Intensity - Sound intensity is often equated to loudness.

- Frequency - Sounds are comprised of acoustic energy distributed over an array of frequencies. Acoustic frequencies, commonly referred to as tone or pitch, are typically measured in Hertz. Pure tones have all their energy concentrated in a narrow frequency range.

Sound levels are most often measured on a logarithmic scale of decibels (dB). The decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (0 dB) to the threshold of pain (120 dB). Because sound levels are measured in dB, the addition of two sound levels is not linear. Adding two equal sound levels creates a 3 dB increase in the overall level. Research indicates the following general relationships between sound level and human perception:

- A 3 dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.
- A 10 dB increase is a tenfold increase in acoustic energy but is perceived as a doubling in loudness to the average person.

The human ear does not perceive sound levels from each frequency as equally loud. To compensate for this phenomenon in perception, a frequency filter known as A-weighted [dB(A)] is used to evaluate environmental noise levels. Table 4-8 presents a list of common outdoor and indoor sound levels

A variety of sound level indicators can be used for environmental noise analysis. These indicators describe the variations in intensity and temporal pattern of the sound levels. The following is a list of sound level descriptors:

- Lmin is the minimum sound level measured during the time period.
- L10 is the sound level which is exceeded for 10 percent of the time during the time period. During a 100 minute period, the L10 would be the sound level which was exceeded by other sound levels for 10 minutes.
- L90 is the sound level which is exceeded for 90 percent of the time during the time period. The L90 is generally considered to be the ambient or background sound level.
- Lmax is the maximum sound level measured during the time period.

Table 4-8
Common Outdoor and Indoor Sound Levels

Outdoor Sound Levels	Sound Pressure (μPa)*		Sound Level dB(A)**	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 1 m
	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	
		-	15	Broadcast and Recording Studios
	63	-	10	
		-	5	
Reference Pressure Level	20	-	0	Threshold of Hearing

Source: *Highway Noise Fundamentals*. Federal Highway Administration, September 1980.
*μPA – MicroPascals, which describe pressure. The pressure level is what sound level monitors measure.
**dB(A) – A-weighted decibels, which describe pressure logarithmically with respect to 20 μPa (the reference pressure level).

■

City of Boston Noise Standards

The City of Boston has developed noise standards that establish noise thresholds deemed to result in adverse impacts. The noise analysis for the Project used these standards to evaluate whether the proposed development will generate sound levels that result in adverse impacts.

Under Chapter 40, Section 21 of the General Laws of the Commonwealth of Massachusetts and the City of Boston Code, Ordinances, Title 7, Section 50, the Air Pollution Control Commission of the City of Boston has adopted Regulations for the Control of Noise in the City of Boston[9]. These regulations establish maximum

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9 Regulations for the Control of Noise in the City of Boston, *City of Boston Air Pollution Control Commission.*

allowable sound levels based upon the land use affected by the proposed development. Table 4-9 summarizes the noise standard for the various land uses. These maximum allowable sound levels should not be exceeded.

Table 4-9
City of Boston Zoning District Noise Standards, dB(A)

Land Use Zone District	Daytime (7:00 AM – 6:00 PM)	All Other Times (6:00 PM – 7:00 AM)
Residential	60	50
Residential/Industrial	65	55
Business	65	65
Industrial	70	70

Source: Regulations for the Control of Noise in the *City of Boston, Air Pollution Control Commission*.

For a residential zoning district, the maximum noise level affecting residential uses shall not exceed the Residential Noise Standard. The residential land use noise standard is 60 dB(A) for daytime periods (7:00 AM to 6:00 PM) and 50 dB(A) for nighttime conditions (6:00 PM to 7:00 AM).

The City of Boston's regulations on construction sound levels state that operation of any construction devices, excluding impact devices, may not exceed a L_{10} sound level of 75 dB(A) or Lmax sound level of 86 dB(A) at a residential land use during any time period.

■

Noise Analysis Methodology

The noise analysis evaluated the potential sound level impacts associated with the Project's operations, such as rooftop mechanical equipments and loading activities. The noise analysis included measurements of existing ambient background sound levels and an evaluation of potential project generated sound levels. The study area was evaluated and sensitive receptor locations were identified. The noise analysis determined the sound level at sensitive receptor locations.

A noise monitoring program was developed to measure existing sound level in the vicinity of the Project site. The noise analysis evaluated sound levels associated with potential rooftop mechanical equipments, such as HVAC units, cooling towers, and emergency generators. The noise analysis determined the maximum sound levels from the rooftop mechanical equipments that will result in sensitive receptor locations meeting City of Boston's noise standards. Since the Project is in the early stages of the design process, specific technical specifications of the rooftop mechanical equipments were not available at this time. The maximum sound levels are based on preliminary assumptions on the size and number of units of the potential rooftop mechanical equipments.

The City of Boston's noise criteria were used as the basis for determining the maximum sound levels allowed from each set of equipment on the building rooftop. Applying the properties of sound propagation over hard ground, the noise analysis projected sound levels to sensitive receptor locations from the Project to determine the overall maximum sound level that would be allowed from the combined group of rooftop mechanical equipment. The noise analysis assumed sound level reductions due to distance and building blockages. The sensitive receptor locations included ground level apartments at nearby residential buildings along Boylston

Street, Peterborough Street, Riverway, and Park Drive. The maximum sound levels from the rooftop mechanical equipment served as a criterion during the selection of the specific rooftop mechanical equipment. The specifications for the specific rooftop mechanical equipment, with any appropriate mitigation measures, such as acoustical noise walls, equipment locations, and enclosures will be designed to meet the calculated maximum sound levels.

The noise analysis also evaluated noise associated with loading activities from the Project. The analysis examined the building design, such as location of the loading area, and management of deliveries at the Project Site.

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Receptor Locations

The noise analysis included evaluation of the study area to identify sensitive receptor locations that have outdoor activities and that might be sensitive to noise associated with the Project. The noise analysis identified seven sensitive receptor locations in the vicinity of the Project Site. The analysis evaluated the following receptor locations:

- R1 – Trilogy;
- R2 – 137 Peterborough Street;
- R3 – 100 Riverway;
- R4 – 449 Park Drive;
- R5 – 1330 Boylston Street;
- R6 – 138 Peterborough Street; and
- R7 – 235 Park Drive.

These receptor locations, selected based on land use considerations, represent the most sensitive locations in the vicinity of the Project site. Figure 4.5 depicts the receptor locations used in the noise analysis.

■

Existing Conditions

A noise monitoring program was conducted to establish existing sound levels. The existing sound levels were measured using a Type 1 sound analyzer (Larson Davis 824). Measurements were conducted during the weekday daytime (2:00 PM to 4:00 PM) and late night (11:00 PM to 1:00 AM) periods at sensitive receptor areas in February 2012. The measured sound level data under existing conditions was dominated by noise from local roadways (such as Boylston Street and Riverway/Park Drive) and mechanical equipments from nearby buildings.

The existing measured L_{90} sound levels range from 54 dB(A) to 58 dB(A) during the daytime period and was 51 dB(A) during the nighttime period. These sound levels are typical of an urban area. The result of the noise monitoring program indicates that the sound levels within the study area are below the City's daytime noise

standard of 60 dB(A) and are approximately equal to the City's nighttime standard of 50 dB(A) for Residential Districts. The existing measured sound level data are presented in Table 4-10.

Table 4-10
Measured Existing Sound Levels, dB(A)

	Boston Noise Criteria		Measured Sound Levels	
Monitoring Location*	Daytime	Nighttime	Daytime	Nighttime
Peterborough Street	60	50	54	51
Riverway	60	50	58	51

Source: Vanasse Hangen Brustlin, Inc.
* See Figure 4.5 for monitoring locations.
Bold values exceed noise criteria.

■

Project-Related Noise

The noise analysis evaluated the potential noise impacts from rooftop mechanical equipment and loading activities. Since the Project is in the early stages of the design process, the analysis determined the overall total maximum sound level that the Project's rooftop mechanical equipment may generate in order to meet the City of Boston's noise standards at the sensitive receptor locations.

Rooftop Mechanical Equipment

The noise analysis assumed that the Project would have a combination of air handling units, HVAC units, cooling towers, and emergency generators based upon its energy requirements. The maximum sound levels that the rooftop mechanical equipments may generate without violating the City of Boston's noise standards at any of the sensitive receptor locations were calculated. The sound levels from the mechanical equipment were projected to the sensitive receptor locations. The noise analysis included the impacts of path of sound propagation due to building blockages from the existing and proposed buildings. Since the design of the proposed building is significantly higher than surrounding buildings in the vicinity of the Project, reductions due to blockage from the proposed building's rooftop and parapet was also considered. Additionally, state of the art equipment will be selected and located within a mechanical room on the roof that would be designed to achieve sound levels below the City's noise standards at the sensitive receptor locations.

The Project may require emergency generators that maybe located on the rooftop of the building. The determination of specific generator parameters, such as the number of units, size, and location will be made during the building design. The Project will apply for the appropriate DEP air permits, which include additional noise requirements described in DEP regulations under 310 CMR 7.00. When the details of the emergency generators are developed, the Proponent will submit the appropriate permit application to DEP including the noise mitigation measures, such as acoustic enclosures and exhaust silencers necessary to meet the DEP's noise criteria.

Loading Activities

The Project will be designed to accommodate most service and loading operations on-site/off-street, internal to the building. Delivery vehicles will access the loading area via the existing access roadway to the Trilogy site from Brookline Avenue. Internal to the building, there will be a loading dock that will accommodate delivery trucks. The loading dock area will be managed so that service and loading operations do not impact the internal driveway and abutting streets. Also, the Project includes a designated on-street loading zone adjacent to the Project Site on Brookline Ave for vehicles that do not schedule the loading dock or, due to size, cannot be accommodated on-site. Since most service and loading activities will be serviced within the proposed building, noise impacts to the sensitive receptor locations will be negligible.

Noise Analysis Results

The noise analysis calculated the maximum sound levels that the rooftop noise sources (rooftop mechanical equipment and any necessary mitigation measures) needs to meet in order for the sound levels at the sensitive receptor locations to comply with the City of Boston's noise standards. The rooftop mechanical equipment will be state of the art, and located in a mechanical room on the roof to achieve sound levels below the calculated maximum noise source sound levels. As shown in Table 4-11, the sensitive receptor locations will experience sound levels generated by the rooftop mechanical equipment (with necessary noise mitigation measures) ranging from 35 dB(A) to 41 dB(A) with the rooftop mechanical equipment designed to meet the calculated maximum sound levels. Because the existing sound levels are approximately equal to the City's nighttime standard, the sound levels from the Project need to be substantially below 50 dB(A). Based upon these results, the Project's sound levels will not exceed the City's noise criteria of 60 dB(A) and 50 dB(A) during the daytime and nighttime period, respectively.

Table 4-11
Sensitive Receptor Location Sound Levels, dB(A)

	Existing		Mechanical Equipment		Build		Sound Level Change	
Receptor Location*	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1 – Trilogy	54	51	41	41	54	51	+0	+0
R2 – 137 Peterborough Street	54	51	41	41	54	51	+0	+0
R3 – 100 Riverway	58	51	38	38	58	51	+0	+0
R4 – 449 Park Drive	58	51	35	35	58	51	+0	+0
R5 -1330 Boylston Street	54	51	37	37	54	51	+0	+0
R6 – 138 Peterborough Street	54	51	39	39	54	51	+0	+0
R7 – 235 Park Drive	54	51	40	40	54	51	+0	+0

Source: Vanasse Hangen Brustlin, Inc.
*See Figure 4.5 for receptor locations.
Bold values exceed noise criteria.

Construction

The following section describes the potential temporary impacts due to construction activities and proposed mitigation measures to reduce these impacts. Construction of the Project will be sequenced. Demolition is

anticipated to begin within approximately six months following Article 80 approval followed by construction (scheduled to begin in fall 2013). Construction is anticipated to be complete within 24 months.

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Summary of Key Findings

Construction impacts are temporary in nature and are typically related to air (dust), noise, and runoff. During construction, measures will be implemented to minimize water quality impacts and avoid impacts to abutters. A plan to control construction-related impacts including erosion, sedimentation, and other pollutant sources during construction and any land disturbance activities shall be developed and implemented. In order to manage construction worker and vehicle traffic to/from the Project Site, the Proponent will work with the BTD to develop a site specific Construction Management Plan (CMP). The construction specifications will include measures to mitigate fugitive dust emissions. Heavy machinery is expected to be used intermittently throughout the Project's construction phases, typically during daytime periods. The Proponent will prepare and adhere to a rodent control program prior to demolition and on a regular basis throughout the duration of construction. Fencing and signage will be posted to alert pedestrians of construction activities as well as personnel to the safety requirements. Coordination with the Boston Police Department will be essential in providing safe travel routes for pedestrians during peak construction periods.

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Site Preparation, Construction Staging, and Water Quality

The Proponent will continue to work and coordinate with the utility companies to assure compliance and integrity of the Project. During construction, measures will be implemented to minimize water quality impacts and avoid impacts to abutters. A plan to control construction-related impacts including erosion, sedimentation, and other pollutant sources during construction and any land disturbance activities shall be developed and implemented, in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit requirements. Additionally, any construction dewatering discharges will be appropriately controlled and discharged in accordance with the NPDES state and local dewatering standards.

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Construction Traffic and Parking

Construction workers and construction trucks will be properly managed to eliminate significant impacts on traffic conditions on surrounding streets during construction. The Proponent will work with the BTD to develop a site specific Construction Management Plan (CMP).

The following elements are typically addressed in the CMP:

- Designation of truck routes for deliveries
- Protection of pedestrian walkways
- Location and sizing of staging areas for on-site storage of construction materials
- Definition of worker parking parameters and measures to maximize related use of public transportation

- Identification of truck waiting areas
- Police officer traffic management
- Construction graphics program
- Interim traffic operation improvements
- Definition of street and sidewalk occupancies
- Definition of work hours

Construction Trip Generation and Worker Parking

The number of workers required during the construction will vary with an estimated average daily workforce of 350 to 400 during the peak of construction. Because the workforce will arrive and depart prior to peak commuter traffic periods, these trips are not expected to have a large impact on the area's transportation system. Construction workers will arrive at the job site either via public transportation or by personal vehicles. Limited parking will be available at the project construction site. The Proponent and the Construction Manager will work to identify off-site and shuttle bus parking opportunities for workers.

Truck Routes and Volumes

The vehicular access to the project site during the construction period will be from Boylston Street or Brookline Avenue. The construction work is not anticipated to generate a high volume during peak hours. Police details will be assigned to all active gate locations to ensure that vehicles are not impacting traffic operations.

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Construction Air Quality

Air quality in the study area would not be substantially affected by Project-related construction because of the temporary nature of site development construction and the confines of the construction area. Emissions from the operation of construction machinery (CO, oxides of nitrogen, particulate matter, sulfur oxides, and volatile organic compounds) are short-term and not expected to be significant.

The construction specifications will include measures to mitigate fugitive dust emissions. These measures will include wetting and stabilization to suppress dust generation, cleaning paved roadways, and scheduling construction activities to minimize the amount and duration of exposed earth.

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Construction Noise

The construction activity associated with the Project may temporarily increase nearby sound levels due to the use of heavy machinery. Heavy machinery is expected to be used intermittently throughout the Project's construction phases, typically during daytime periods. The construction phases that will generate the highest sound levels include the demolition of existing building, site excavation and grading, and construction of the

foundation for the proposed building. The City of Boston noise control regulation considers construction sound levels to be an impact to residential land uses if the L_{10} sound level is in excess of 75 dB(A) or the Lmax sound level is in excess of 86 dB(A). A construction management program will be developed with the City of Boston to ensure that the noise regulation is met.

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Odor Control During Construction

Initial geotechnical investigations indicate the presence of organics within the Project Site. Organic soils have the potential to create odors that may impact the project area. If these soils are encountered, the Proponent will undertake appropriate mitigation measures to control the odor associated with their removal, such as:

- Removal and replacement of organic materials to provide sufficient bearing for new foundations and utilities
- Cut and cover utility trenches whenever possible
- Protection of open trench sideslopes with plastic sheathing to encapsulate odors
- Treatment of odors with environmentally-sensitive products such as sodium bi-carbonate and activated carbon to reduce odors

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Rodent Control During Construction

The City has declared that the infestation of rodents in the City is a serious problem. In order to control this infestation, the City enforces the requirements established under the Massachusetts State Sanitary Code, Chapter 211, 105 CMR 410.550 and the State Building Code, Section 108.6. Policy Number 87-4 (City of Boston) established that preparation of a program for the extermination of rodents shall be required for issuance of permits for demolition, excavation, foundation, and basement rehabilitation. The Proponent will prepare and adhere to a rodent control program prior to demolition and on a regular basis throughout the duration of construction.

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Public Safety During Construction

Prior to the beginning of construction, the Proponent will produce a Site Specific Safety Plan to be reviewed and approved by the City. The entire perimeter of the construction site will be protected with a six-foot high temporary chain link construction fence. Vehicular gates will be provided for construction traffic on perimeter roads to allow safe entrance and exiting for construction vehicles and personnel. Additionally, signage will be posted on fencing and construction trailers to alert all personnel to the safety requirements.

Larger deliveries of construction materials may require the use of police details to assist in managing vehicular and pedestrian traffic. Coordination with the Boston Police Department will be essential in providing safe travel routes for pedestrians during peak construction periods.

Rodent Control Post-Construction

Trash and solid waste removal will be handled by the building maintenance staff. The Proponent will maintain a service contract with a professional pest control firm to address rodent/pest control during the operational phase of the redevelopment. In addition, no open top dumpsters will be allowed as an additional precaution to deter infestation.

Green Building/Sustainability

This section provides an overview of the sustainable design elements proposed as part of the Project at this time of preliminary design, specifically to demonstrate that the Project will meet the requirements of Article 37 of the Boston Zoning Code relative to the City's Green Building policies and procedures.

The design team for the Project includes several LEED Accredited Professionals (AP), including the Sustainability Consultant, Lauren DeVoe, AICP, LEED AP BD+C with Vanasse Hangen Brustlin, Inc./VHB. Ms. DeVoe's responsibilities include meeting with the Proponent, the project design team as well as the Construction Manager early in project design to identify the environmental design goals and issues, and to discuss the potential applicable LEED credits based on conceptual design. Other team members with LEED accreditation include the architect, Jooyeol Oh, AIA, LEED AP, Senior Associate with Arquitectonica, and the mechanical engineer, Robert Leber, P.E., LEED AP, Senior Vice President with Cosentini Associates, Inc. The Proponent and project design team has and will continue to evaluate and incorporate sustainable design and energy conservation as the design process continues.

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Summary of Key Findings

In accordance with Article 37 of the Boston Zoning Code – Green Buildings, the Proponent intends to incorporate state-of-the-art sustainable design features into the Project, where feasible and reasonable, so that the building could achieve the minimum level of certification ("Certified") using the LEED Green Building Rating System, or "LEED certifiable."[10] Each component of the development has unique requirements based on its use type and users (i.e., lighting) and at this early stage of the design process, specific building system specifications have not yet been determined. System design solutions will be developed in an effort to achieve the targeted LEED credits. The current building design achieves a 23 percent energy savings compared to the baseline building design (based on preliminary building energy modeling), which surpasses the Stretch Energy Code requirement. The final design and construction of the Project will create a sustainable building to promote the internal building environmental quality for the residents, customers, and employees, enhance the surrounding neighborhood locally, and reduce environmental impacts globally. Finally, following construction the Proponent will develop tenant manuals for both the retail tenants and residential property management in an effort to further encourage sustainability through operations and the life of the building. A completed preliminary LEED scorecard is provided in Figure 4.6.

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10 LEED "certifiable" indicates that a building meets the energy reduction requirements under the most appropriate LEED building rating system, but has not officially registered with the USGBC to become certified.

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Massachusetts Stretch Energy Code

As part of the *Green Communities Act of 2008*, Massachusetts developed an optional building code that gives cities and towns the ability to choose stronger energy performance in buildings than the state building code (the "Stretch Energy Code").[11] Codified by the Board of Building Regulations and Standards as 780 CMR Appendix 115.AA of the 8th edition Massachusetts Building Code, the Stretch Energy Code is an appendix to the Massachusetts building code, based on further amendments to the International Energy Conservation Code (IECC).[12] The Stretch Energy Code increases the energy efficiency code requirements for new construction (both residential and commercial) and for major residential renovations or additions in municipalities that adopt it.

In 2010, the City of Boston was designated a Green Community under the Green Communities Designation and Grant Program—an initiative of the DOER. In order to be designated a Green Community and, therefore, eligible for grant money available annually, communities are required to meet five rigorous qualification criteria one of which includes minimizing life-cycle costs, such as adopt and implement the Stretch Energy Code. The goal of the grant program is for a municipality to use grant money to assist residents, businesses, and the municipality departments/facilities reduce energy use or install renewable energy systems. For the City of Boston, the Stretch Energy Code was adopted and became mandatory on July 1, 2011.

The Stretch Energy Code applies to both residential and commercial buildings and, specifically, for new commercial buildings over 5,000 square feet in size, including multi-family residential buildings over three (3) stories. The Stretch Energy Code offers a streamlined and cost effective route to achieving approximately 20 percent better energy efficiency than the state's base energy code by either meeting the performance standard of 20 percent better than ASHRAE 90.1-2007, or using a prescriptive energy code. The current building design achieves a 23 percent energy savings compared to the baseline building design, which surpasses the Stretch Energy Code requirement.

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Article 37 – Green Buildings of the Boston Zoning Code

Through Article 37 – Green Buildings, the City of Boston encourages buildings to decrease energy and water use and cost, improve the efficiency and useful life of building systems and infrastructure, and reduce the burdens imposed by buildings on city services, the environment, and public health. The stated purposes of the article is as follows: "The purposes of this article are to ensure that major building projects are planned,

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11 Effective January 1, 2011, the City of Boston adopted the Stretch Energy Code (8th Edition Building Code, Appendix 115.AA); there is a concurrency period through June 30, 2011. Its adoption brings to Boston a standard that requires new commercial buildings over 5,000 square feet in size, including multi-family residential buildings over three stories, to operate at an energy efficiency level 20% better than that required under the base energy code criterion, ASHRAE 90.1-2007.

12 The International Energy Conservation Code (IECC) is a building energy code created by the International Code Council. It is a model code adopted by many state and municipal governments in the United States for the establishment of minimum design and construction requirements for energy efficiency, and is updated on a three year cycle. Since July 1, 2010, the baseline energy conservation requirements of the MA State Building Code defaulted to the latest published edition, currently the IECC 2009, with Massachusetts amendments as approved by the Board of Building Regulations and Standards.

designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston." Any project that is subject to Article 80 Large Project Review is also subject to the requirements of Article 37.

An interdisciplinary committee, the "Boston Interagency Green Building Committee," consisting of at least one representative of city agencies, including the BRA, BED, BTD, the Inspectional Services Department and the Mayor's Office advises the BRA on a proposed project's compliance with the provisions of the article.

Boston Green Building Credits

Appendix A of Article 37 lists "Boston Green Building Credits," which are credits that may be included in the calculation toward achieving a LEED Certifiable project. These credits were developed by the City and are intended to address local issues unique to development within Boston. The credits include the following categories: Modern Grid; Historic Preservation; Groundwater Recharge; and Modern Mobility.

At this preliminary design stage, the Project will evaluate achieving two of the four available Boston Green Building credits (Appendix A of Article 37):

- **Groundwater Recharge.** The Project is located within the GCOD, as defined in Article 32 of the City of Boston Zoning Code.[13] The Project will include and infiltration system that holds one-inch of site runoff and utilizes a leaching bed to infiltrate captured stormwater flows. Refer to Chapter 5, *Infrastructure Systems* for further details.
- **Modern Mobility.** Because the Project Site is in close proximity to both rapid transit and bus service strategies are proposed in order to take advantage of available transportation access. The Proponent will implement such measures, through the development of a TDM Plan. One example of a proposed TDM measure is property management to coordinate and post public transportation information (i.e., MBTA subway and bus routes and schedules). Refer to Chapter 3, *Transportation* for further detail on the proposed TDM Plan. No new parking will be constructed as part of the Project. The Project will be connected to the existing Trilogy Garage, which currently houses four ZipCar® cars. The Proponent will review this existing service, which will be available to the residents of the Project, and evaluate if demand warrants coordination of additional car-share service capacity. Additionally, the Proponent will work with BTD to provide appropriate bicycle facilities, including on-site secure bike storage (potentially in the form of bike racks for retail customers and employees, and covered and secure bike lockers for residents).

Sustainable Sites (SS)

- **Construction Activity (SS Prerequisite 1).** This prerequisite is achievable. An erosion and sedimentation control plan for all construction activities will be developed and enforced.
- **Site Selection (SS Credit 1).** This credit is achievable. The Project Site has previously been completely developed, is located in an urban area and, meets all of the criteria for this credit.

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13 This zoning article sets forth guidelines for promoting the infiltration of runoff from impervious site areas within the district.

- **Development Density (SS Credit 2).** This credit is achievable. The Project meets all of the criteria of this credit under Option 2 – Community Connectivity.
- **Brownfield Redevelopment (SS Credit 3).** This credit may be achievable if asbestos abatement is required prior to demolition activity.
- **Alternative Transportation (SS Credits 4.1, 4.2, 4.3, 4.4).** Credits 4.1, 4.2, and 4.4 are achievable. Public transportation, including rapid transit and multiple bus routes are within ½-mile and ¼-mile walk from the Project Site, respectively. The Project will provide bicycle storage for both the retail and residential tenants in accordance with LEED criteria. Under SSc4.4, the Project meets the criteria of Case 2, Residential Projects – Option 1 because it will provide no new parking. Credit 4.3 (preferred parking for low-emitting and fuel-efficient vehicles) is not achievable because no new parking is proposed as part of the Project.
- **Stormwater Design (SS Credits 6.1, 6.2).** These credits are achievable. The Site is currently completely impervious. The current project design includes an innovative sub-slab retention/infiltration system that retains site runoff while providing treatment and peak flow mitigation, which aims to provide groundwater recharge, in accordance with the GCOD and the Boston Green Building Groundwater Recharge credit (discussed previously). The proposed infiltration system also addresses stormwater treatment following the DEP phosphorous treatment guidelines. Refer to Chapter 5, *Infrastructure Systems* for more information.
- **Heat Island Effect –Non-Roof and Roof (SS Credits 7.1, 7.2).** Credit 7.1 (non-roof) may be achievable with the addition of new street trees along sidewalks and awnings proposed on the building façade. This credit will be confirmed based on the final site and building design. Credit 7.2 (roof) may be achievable and will be determined during final building design. With some roof areas being visible and used by residents, it has not been determined that roofing materials of a high reflectance will be applied for at least 75 percent of the roof area. As currently designed, the roof over the 2-story retail space will be a green roof system using sedum planting material. Benefits of using sedum include tolerance to drought, frost, salt, heat, wind, disease, insects and sun. Installation of a sedum roof will reduce stormwater runoff and eliminate the "urban heat island" effect. The plants and soil absorb less heat than a conventional building roof material.

Water Efficiency (WE)

- **Water Use Reduction (WE Prerequisite 1; WE Credits 3.1, 3.2).** This prerequisite and the WE credits are achievable. Appropriate low-flow and low-consumption plumbing fixtures for the apartment units are anticipated to achieve a reduction in water usage of 30 to 40 percent over the baseline. The reduction in water usage will be determined during final design.

Energy and Atmosphere (EA)

- **Fundamental Commissioning (EA Prerequisite 1).** This prerequisite is achievable. Commissioning of the mechanical and electric building systems will be conducted.
- **Minimum Energy Performance (EA Prerequisite 2).** This prerequisite is achievable. The energy code utilized for the Project will be the required Massachusetts Stretch Energy Building Code, which is more

stringent than ASHRAE Standard 90.1-2007. Based on preliminary building energy modeling during conceptual design, the overall energy cost savings is estimated to be 10 percent. Therefore, the Project will meet the criteria of this prerequisite. Refer to the section 'Description of Energy Saving Measures' below for further details.

- **Refrigerant Management (EA Prerequisite 3).** This prerequisite is achievable. Non-CFC-based refrigerants will be utilized for the Project.
- **Optimize Energy Performance (EA Credit 1).** This credit may be achievable. The preliminary building energy modeling results based on conceptual design show an overall energy cost savings is estimated to be 9.2 percent (based on an overall energy usage efficiency of 23 percent, in compliance with the Stretch Energy Code). Measures to further optimize energy efficiency will continue to be investigated further as building systems are evaluated and selected.
- **On-Site Renewable Energy (EA Credit 2).** This credit may be achievable. Measures to further optimize energy efficiency, such as on-site renewable energy sources may be investigated further as building systems are evaluated and selected.
- **Enhanced Commissioning (EA Credit 3).** This credit may be achievable. An independent commissioning authority may be investigated to perform on-board design reviews and re-commission the building systems after occupancy.
- **Enhanced Refrigerant Management (EA Credit 4).** This credit is achievable. Air conditioning equipment refrigerant options will be evaluated to optimize the balance between ozone-depletion and global warming/greenhouse gas production effects.

Description of Potential Energy Saving Measures

The following are descriptions of each Energy Conservation Measure (ECM) incorporated to the Proposed Design model and evaluated for impact on overall building energy performance. All ECMs are incorporated into the current design.

Window Glazing

The building's fenestration is superior to ASHRAE 90.1-2007 minimum requirements. The proposed design uses double glazing with an improved U-value and solar heat gain coefficient for the curtain wall assemblies that far exceed the performance of a standard glazing system. This high performance glass lowers the building's heat gain/loss to the exterior environment and improves HVAC system performance.

Heat Pump Units

The main residential system type is a water loop heat pump. By rejecting/withdrawing heat from the water loop, the design HVAC system outperforms the baseline comparison system. These units are connected to condensing boilers as well as high-efficiency cooling towers with variable speed drives which increase energy savings during the cooling season.

Condensing Hot Water Boilers

Condensing hot water boilers were selected to reduce the fuel needed to temper the water loop. These boilers are more efficient than the standard hot water system by using the exhaust gas to preheat the return

Low-Flow Fixtures and Condensing Hot Water Heaters

Domestic hot water savings will be realized in residential units through the use of high-efficiency lavatory faucets, kitchen faucets, and showerheads. The energy savings assumes compliance with LEED prerequisite WEp1, Water Use Reduction. Condensing heaters were selected to further reduce the quantity of fuel required to heat domestic hot water. These heaters are significantly more efficient than the standard domestic hot water system because they use the exhaust gas to preheat the return water.

Heat Recovery Wheels

Total energy enthalpy wheels with desiccant coating were selected for the corridor ventilation air intake. The enthalpy wheels pre-cool and dehumidify the outdoor air during the cooling season and pre-heat and humidity during the heating season. This results in a decrease in the cooling and heating loads for this system.

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Materials and Resources (MR)

- **Storage and Collection of Recyclables (MR Prerequisite 1).** This prerequisite is achievable. Facilities are expected to be provided at each residential floor level and in the parking garage for collection of recyclable materials for removal.
- **Construction Waste Management (MR Credits 2.1, 2.2).** These credits are achievable. The Construction Manager will implement a waste management plan that will seek to divert at least 75 percent of construction and demolition waste material removed from the site from landfills through recycling and salvaging. This credit pursued aggressively in an opportunity to gain an exemplary performance credit of 95 percent construction waste recycling (see the Innovation in Design credits below).
- **Recycled Content (MR Credits 4.1, 4.2).** One point under this credit is expected to be achievable. Project specifications will encourage provision and tracking of materials with recycled content where practical. The second point will be evaluated and determined through final design.
- **Regional Materials (MR Credits 5.1, 5.2).** One point under this credit is expected to be achievable. Project specifications will encourage provision and tracking of materials that have been manufactured and extracted/harvested within 500 miles of the Project Site. The second point will be evaluated and determined through final design.
- **Rapidly Renewable Materials (MR Credit 6).** This credit is achievable. Project specifications will encourage provision and tracking of materials and products that are made from plants that are typically harvested within a 10-year or shorter cycle.
- **Certified Wood (MR Credit 7).** This credit is achievable. Project Specifications will encourage provision and tracking of wood building components that are certified in accordance with the Forest Stewardship Council's principles and criteria.

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Indoor Environmental Quality (IEQ)

- **Minimum IAQ Performance (IEQ Prerequisite 1).** This prerequisite is achievable. The ventilation code utilized for the Project will be ASHRAE Standard 62.1-2007, as required by the present Massachusetts Building Code.
- **Environmental Tobacco Smoke Control (IEQ Prerequisite 2).** This prerequisite is achievable. The Proponent intends to designate the entire building as a non-smoking facility.
- **Construction IAQ Management Plan –During Construction, Before Occupancy (IEQ Credit 3.1, 3.2).** These credits are achievable. An Indoor Air Quality Management plan will be implemented during the construction phase, per the requirements of this credit.
- **Low-Emitting Materials (IEQ Credits 4.1, 4.2, 4.3, 4.4)**. These credits are achievable. Project specifications will encourage provision and tracking of adhesives, sealants, paint, and carpet with low VOC content limits, as prescribed by the respective applicable standards. Additionally, composite wood products with no added urea-formaldehyde will be investigated further during design and specified, where feasible.
- **Indoor Chemical and Pollutant Source Control (IEQ Credit 5).** This credit is achievable. A permanent entryway system is expected to be installed at high-volume building entrances to prevent air contaminants from entering the building. Housekeeping and laundry areas are expected to be separated and exhausted to outside to comply with the requirements of this credit. Air handling units are expected to be provided with appropriate filtration to meet the credit.
- **Controllability of Systems (IEQ Credits 6.1, 6.2).** These credits are achievable. Individual lighting and temperature controls in the residential areas of the building will meet the minimum requirements of these credits. For retail spaces, providing individual lighting and thermal comfort controls in office and administrative spaces (per the LEED BD+C Retail Supplement) will be encouraged through tenant guidelines for fit-out.
- **Thermal Comfort (IEQ Credit 7.1).** This credit is expected to be achievable. The building envelope and HVAC systems are expected to be designed to meet the requirements of ASHRAE 55-2004.
- **Daylight and Views (IEQ Credits 8.1, 8.2).** These credits are achievable. Based on conceptual design, daylight exposure and views are expected to be maximized and will continue to be evaluated in detail during final design to determine compliance with the credit requirements.

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Innovation in Design (ID)

- **Transportation Demand Management (TDM) Plan (ID Credit 1.1).** This credit is achievable as an Exemplary Performance credit under SSc4. Consistent with the City's goals to reduce auto dependency, the Project will offer TDM measures to encourage alternative modes of transportation. (Refer to Chapter 3, *Transportation* for further details.)

- **Tenant Design and Construction Guidelines (ID Credit 1.2).** This credit is achievable as an Innovation in Design credit.[14] The Proponent intends to develop 'green' tenant guidelines, educational programs, and resources for residents within the building (described further below).
- **Energy Star Appliances (ID Credit 1.3).** This credit may be achievable as an Innovation in Design credit.[15] The Project will seek to reduce overall non-regulated energy use by utilizing Energy Star appliances in the apartment units (must demonstrate a minimum five percent energy savings from Energy Star compliant appliances).
- **Building Downsizing (ID Credit 1.4).** This credit may be achievable as a Innovation in Design credit.[16] Through the identification of opportunities to minimize the impact of the proposed building (i.e., energy and water use) through the reduced need for built space, including shared facilities with Trilogy, the Project may achieve this Innovation in Design credit.
- **Construction Waste Management (ID Credits 1.5).** This credit may be achievable as an Exemplary Performance credit under MRc2. As stated previously under MRc2, the Construction Manager will implement a waste management plan that will seek to divert at least 75 percent of construction and demolition waste material removed from the site from landfills through recycling and salvaging. This credit may be pursued aggressively in order to divert/recycle a minimum of 95 percent of the construction waste. This credit will be determined during construction.
- **LEED Accredited Professional (ID Credit 2).** This credit is achievable. As discussed previously, the project team includes multiple LEED Accredited Professionals.

Tenant Guidelines

The Proponent will attach to tenant leases (both retail and residential) an exhibit with information on the sustainable/green building features of the Project and how the tenant can participate/support sustainability through their operations and/or use of the leased space. A Retail Tenant Guidelines document will include information on the sustainable aspects of the site and the base retail spaces, and will further encourage the retail tenant(s) to make their build-out as sustainable as possible. This could include recommending utilization of the LEED for Commercial Interiors (CI) rating system criteria as guidance. The Retail Tenant Guidelines may describe the LEED-CI rating program and identify aspects of the core/shell design that could be targeted to make LEED-CI certification easier for the retail tenant(s) to achieve. A Residential Tenant Guidelines will include information on the sustainable aspects of the site and the base residential units/buildings, including education on installed energy star appliances and a copy of the 'No Smoking' policy. These guidelines will further encourage the residential tenant(s) to support the sustainable features, such as tips/measures to reduce energy use, coordinate carpooling to work with other tenants, City of Boston recycling information).

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14 According to the USGBC *Innovation in Design Credit Catalog* (last updated in March 2008).
15 According to the USGBC *Innovation in Design Credit Catalog* (last updated in March 2008).
16 According to the USGBC *Innovation in Design Credit Catalog* (last updated in March 2008).

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Regional Priority Credits

The concept of Regional Priority Credits (RPCs) was introduced in the LEED 2009 rating systems to incentivize the achievement of credits that address geographically specific environmental priorities. RPCs are not new LEED credits, but are existing credits that USGBC chapters and regional councils have designated as being particularly important for their areas and are achieved in the form of a bonus point. The RPCs that may be achievable for the Project are as follows:

- SSc3: Brownfield Redevelopment;
- SSc6.1: Stormwater Design Quantity Control;
- SSc7.2: Heat Island Effect, Roof; and
- SSc7.1: Heat Island Effect, Non-Roof.

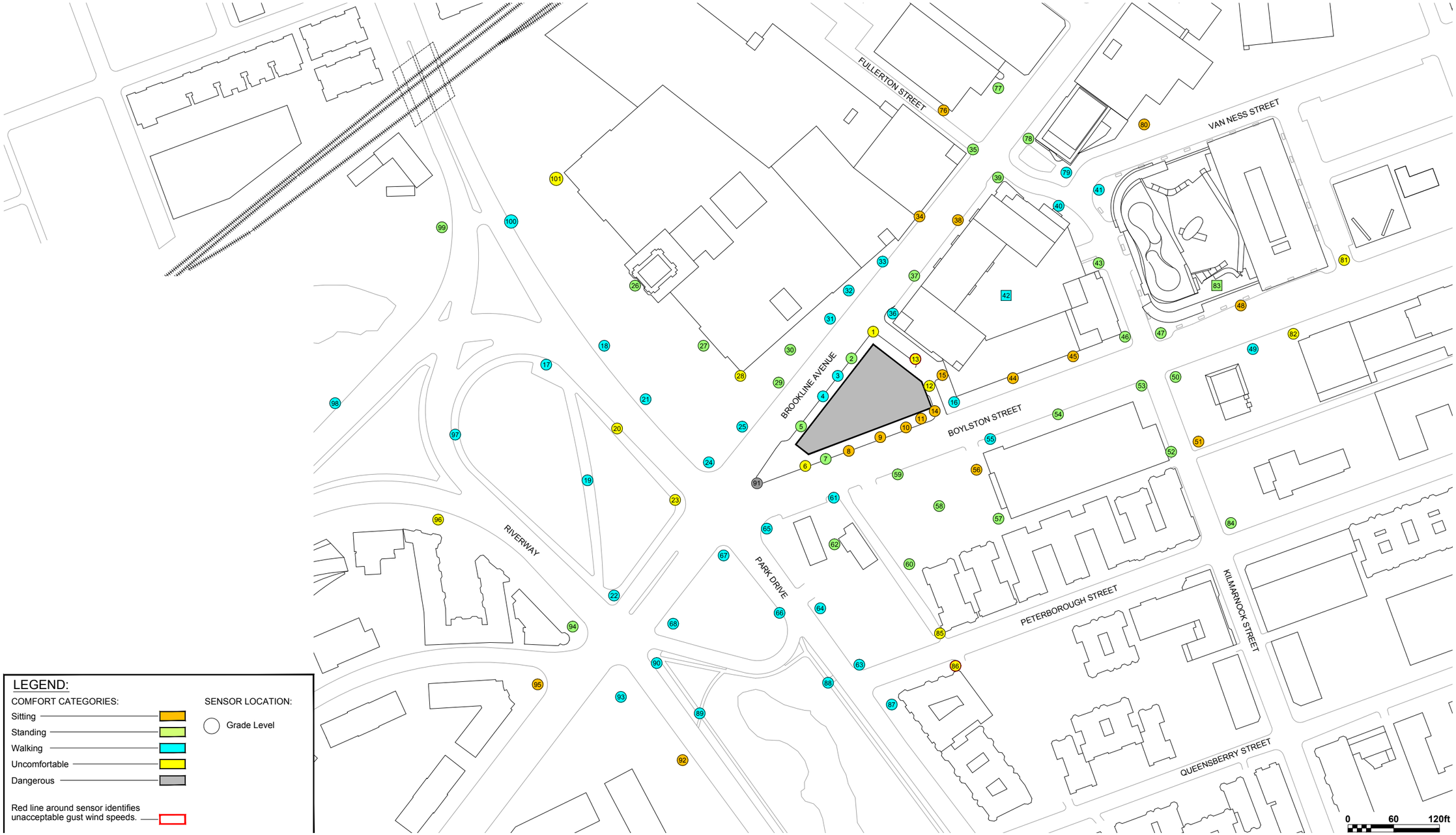


Figure 4.1a
No-Build Pedestrian Wind Conditions

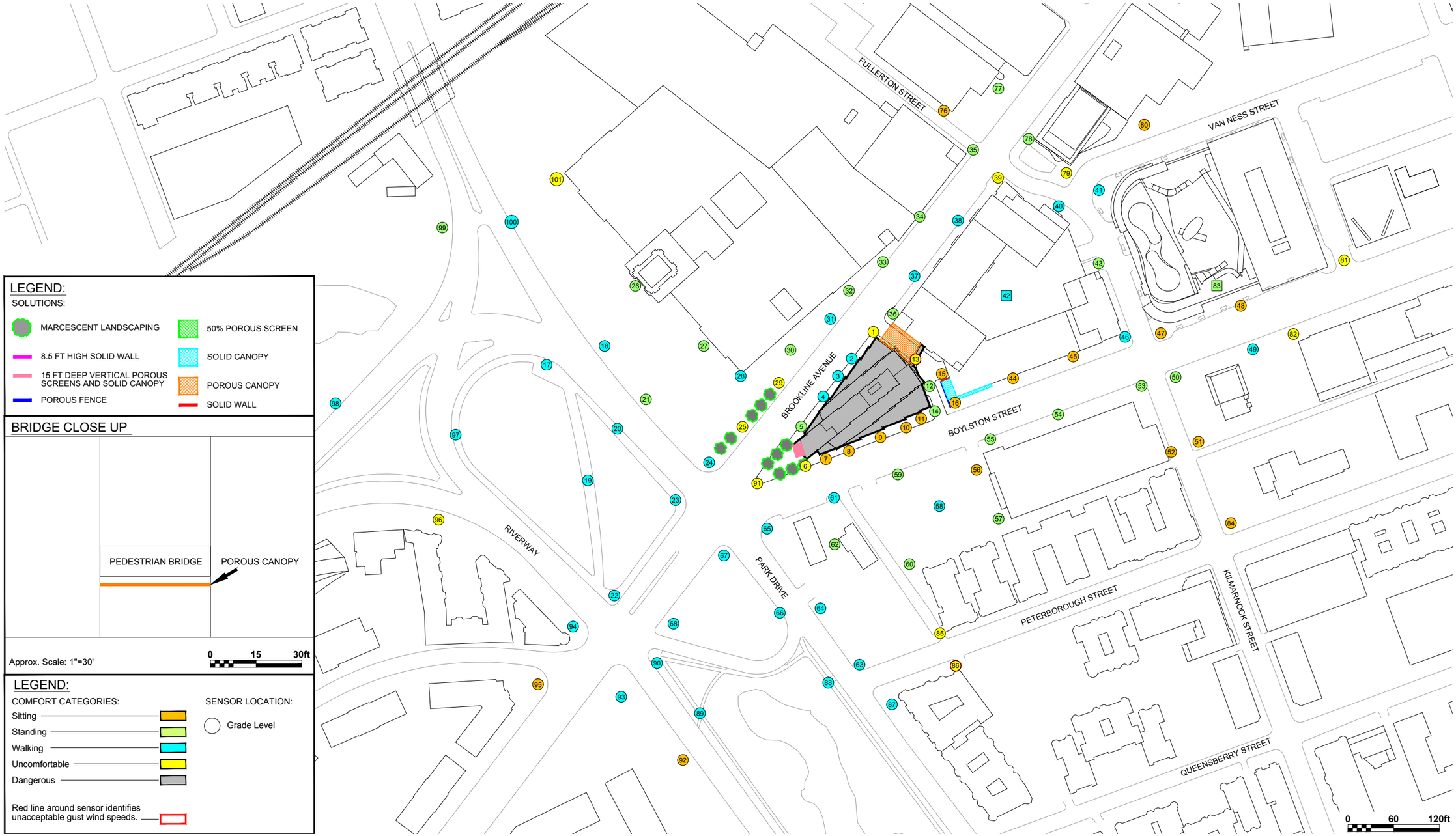
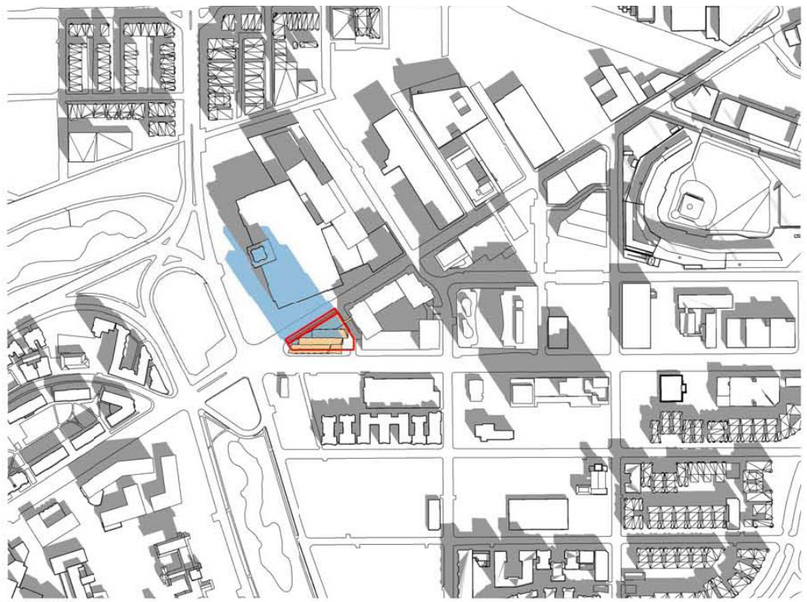
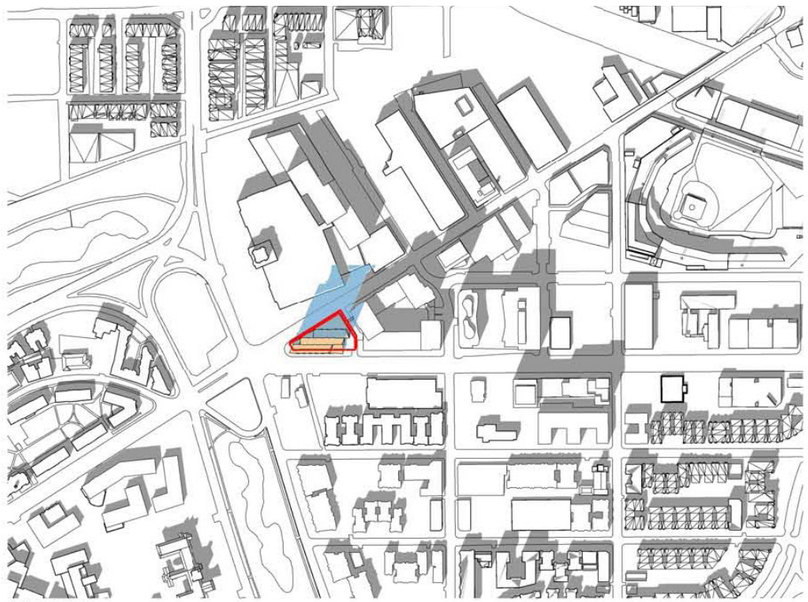


Figure 4.1b
Build Pedestrian Wind Conditions



1 | 9 AM
SCALE: 1" = 500'-0"



2 | 12 PM
SCALE: 1" = 500'-0"

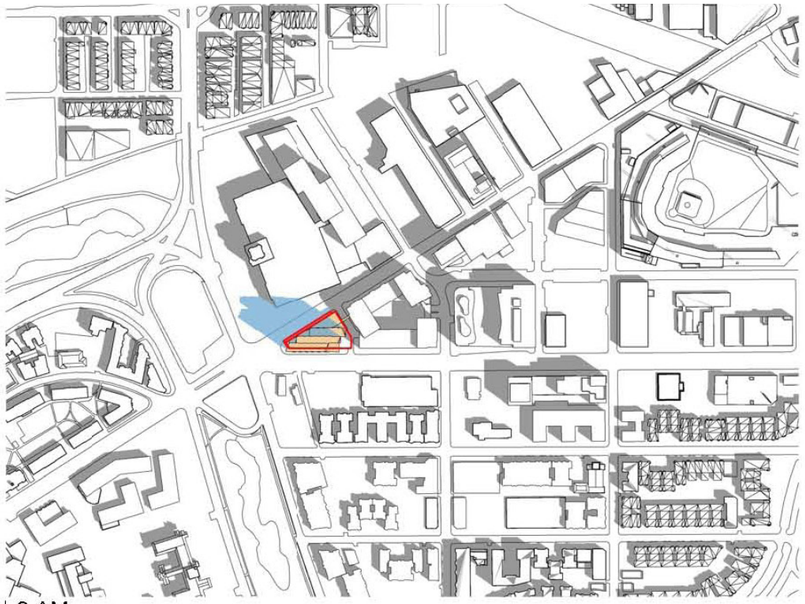


3 | 3 PM
SCALE: 1" = 500'-0"

LEGEND

- EXISTING BUILDING
- EXISTING SHADOWS
- PROPOSED BUILDING
- NEW SHADOWS

Figure 4.2a
Proposed Building - Shadow Impacts - March 21



1 | 9 AM
SCALE: 1" = 500'-0"



2 | 12 PM
SCALE: 1" = 500'-0"



3 | 3 PM
SCALE: 1" = 500'-0"

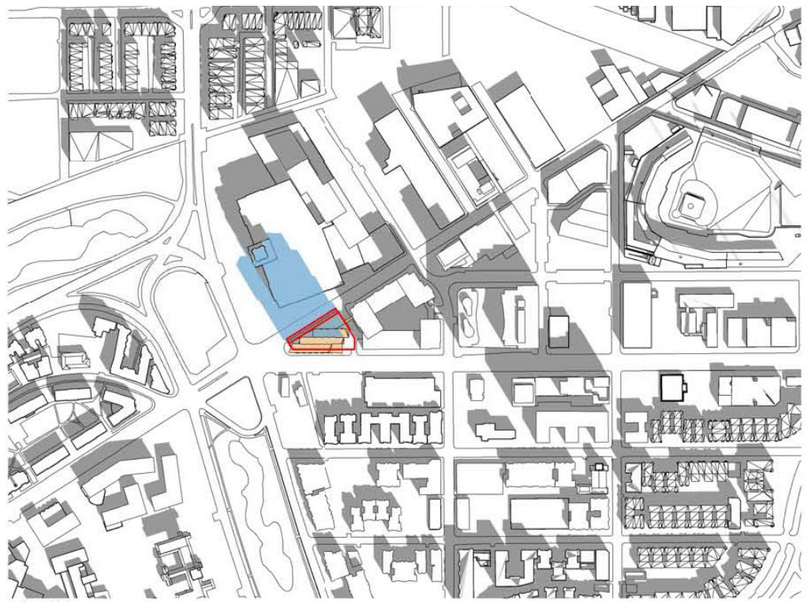


4 | 6 PM
SCALE: 1" = 500'-0"

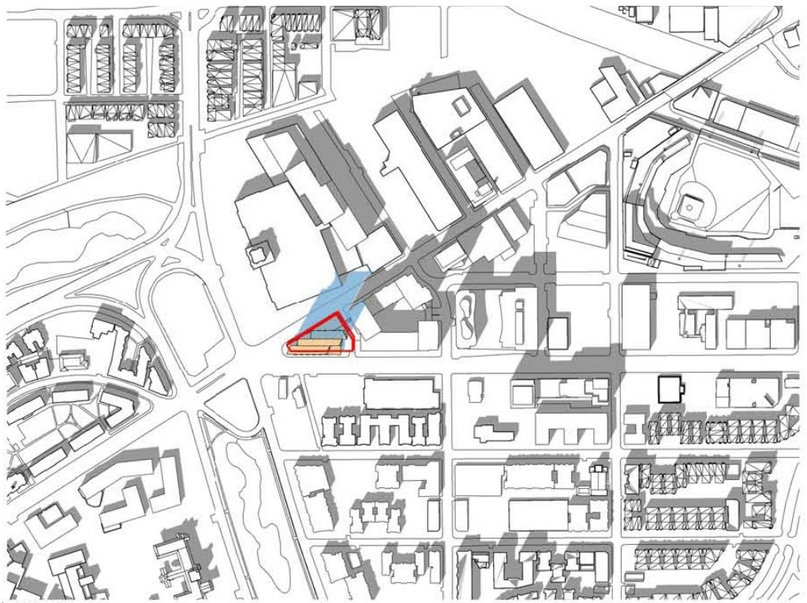
LEGEND

- EXISTING BUILDING
- EXISTING SHADOWS
- PROPOSED BUILDING
- NEW SHADOWS

Figure 4.2b
Proposed Building - Shadow Impacts - June 21



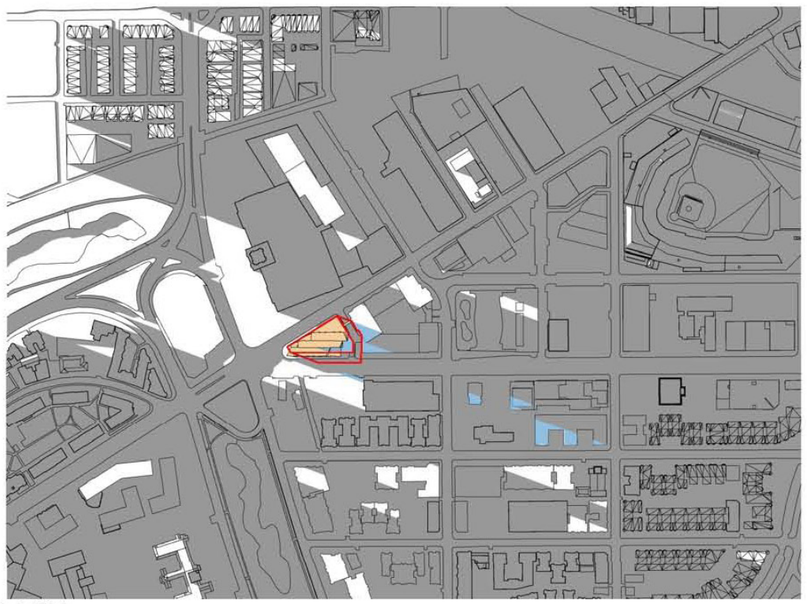
1 | 9 AM
SCALE: 1" = 500'-0"



2 | 12 PM
SCALE: 1" = 500'-0"



3 | 3 PM
SCALE: 1" = 500'-0"

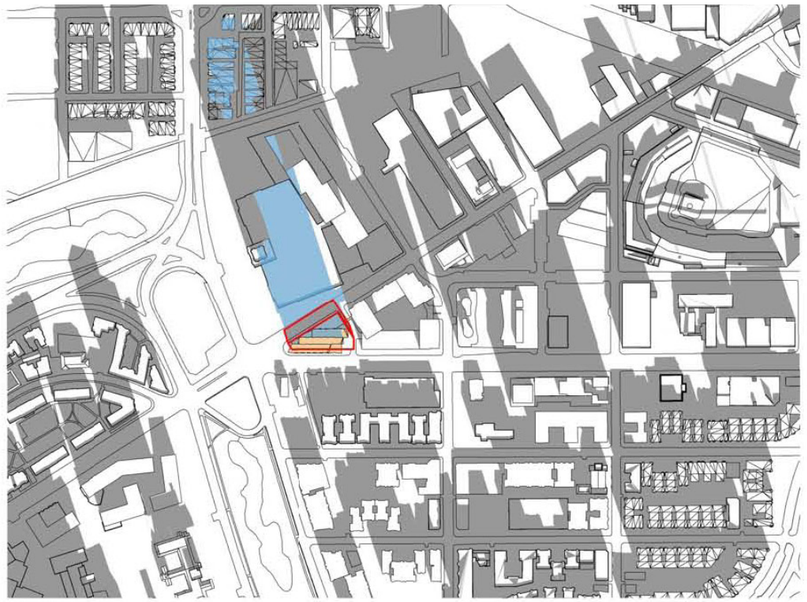


4 | 6 PM
SCALE: 1" = 500'-0"

LEGEND

- EXISTING BUILDING
- EXISTING SHADOWS
- PROPOSED BUILDING
- NEW SHADOWS

Figure 4.2c
Proposed Building - Shadow Impacts - September 21



1 | 9 AM
SCALE: 1" = 500'-0"



2 | 12 PM
SCALE: 1" = 500'-0"

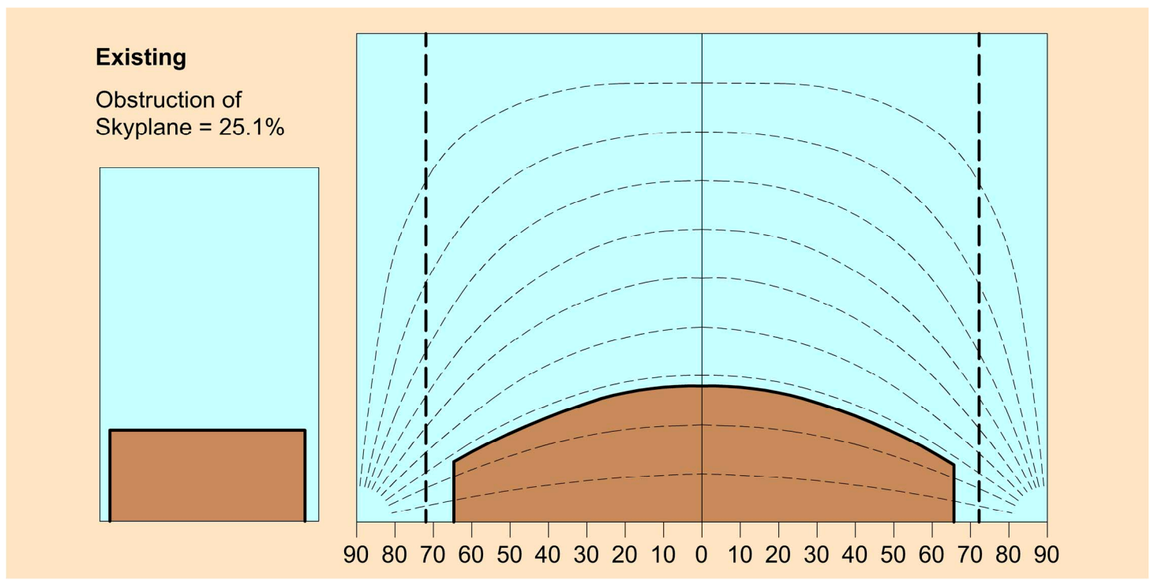


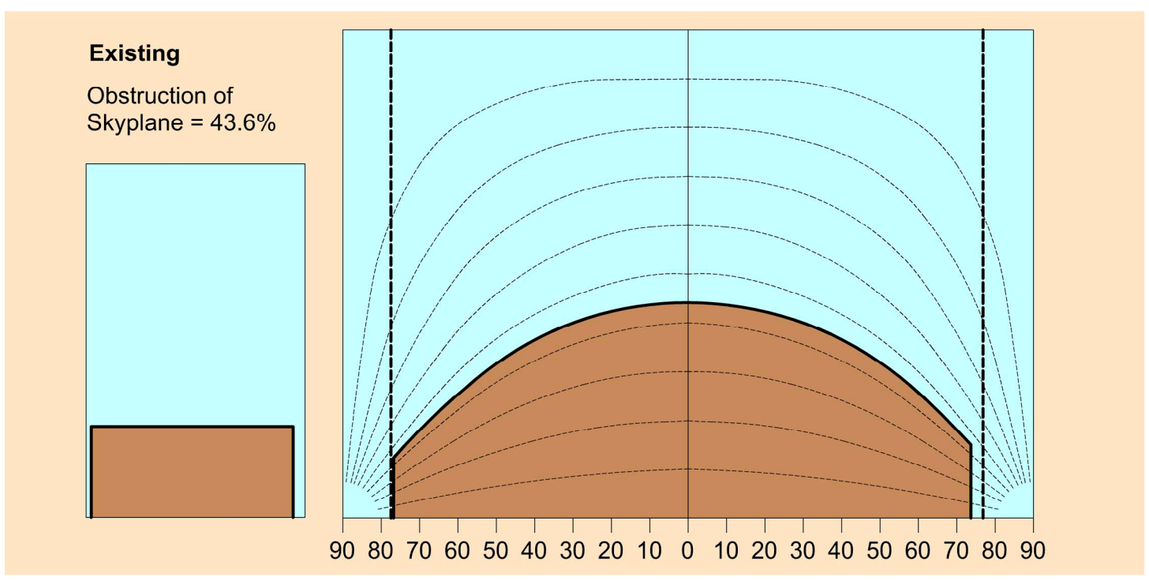
3 | 3 PM
SCALE: 1" = 500'-0"

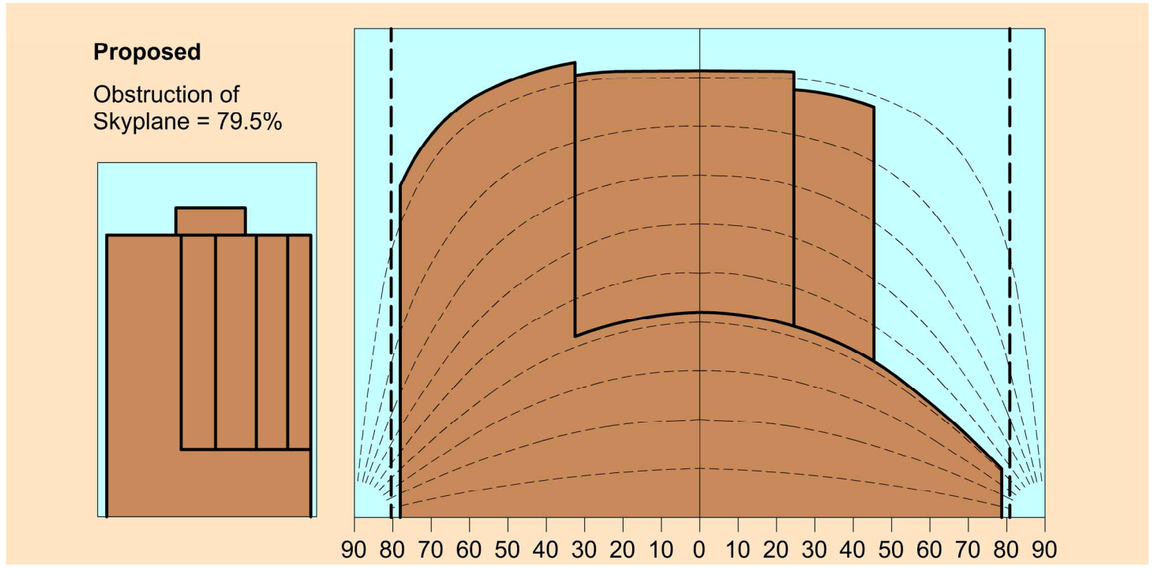
LEGEND

- EXISTING BUILDING
- EXISTING SHADOWS
- PROPOSED BUILDING
- NEW SHADOWS

Figure 4.2d
Proposed Building - Shadow Impacts - December 21







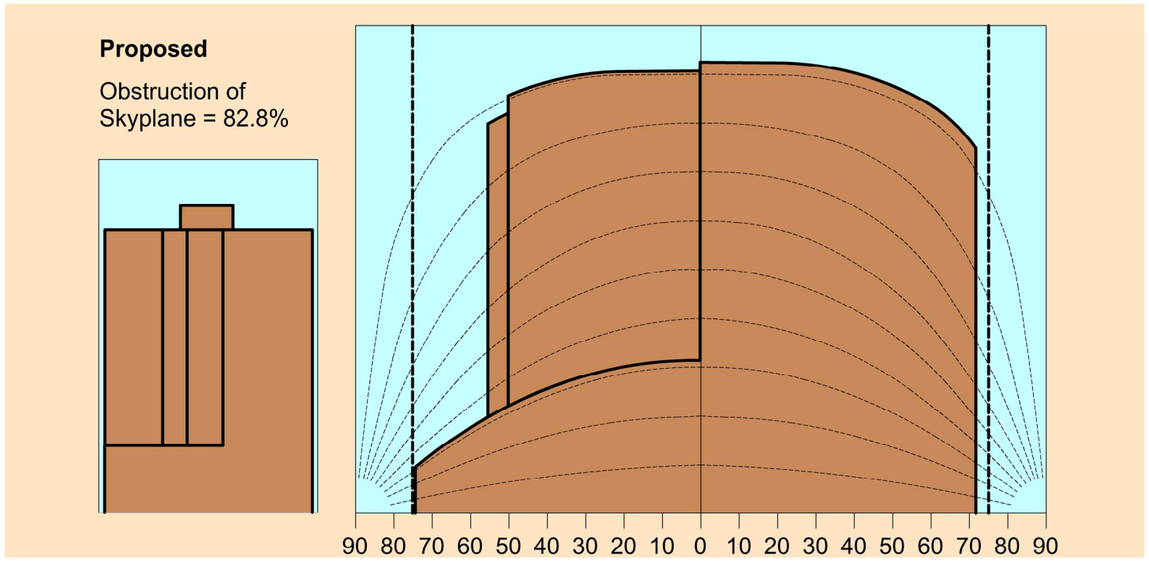


Figure 4.3
Daylight Analysis

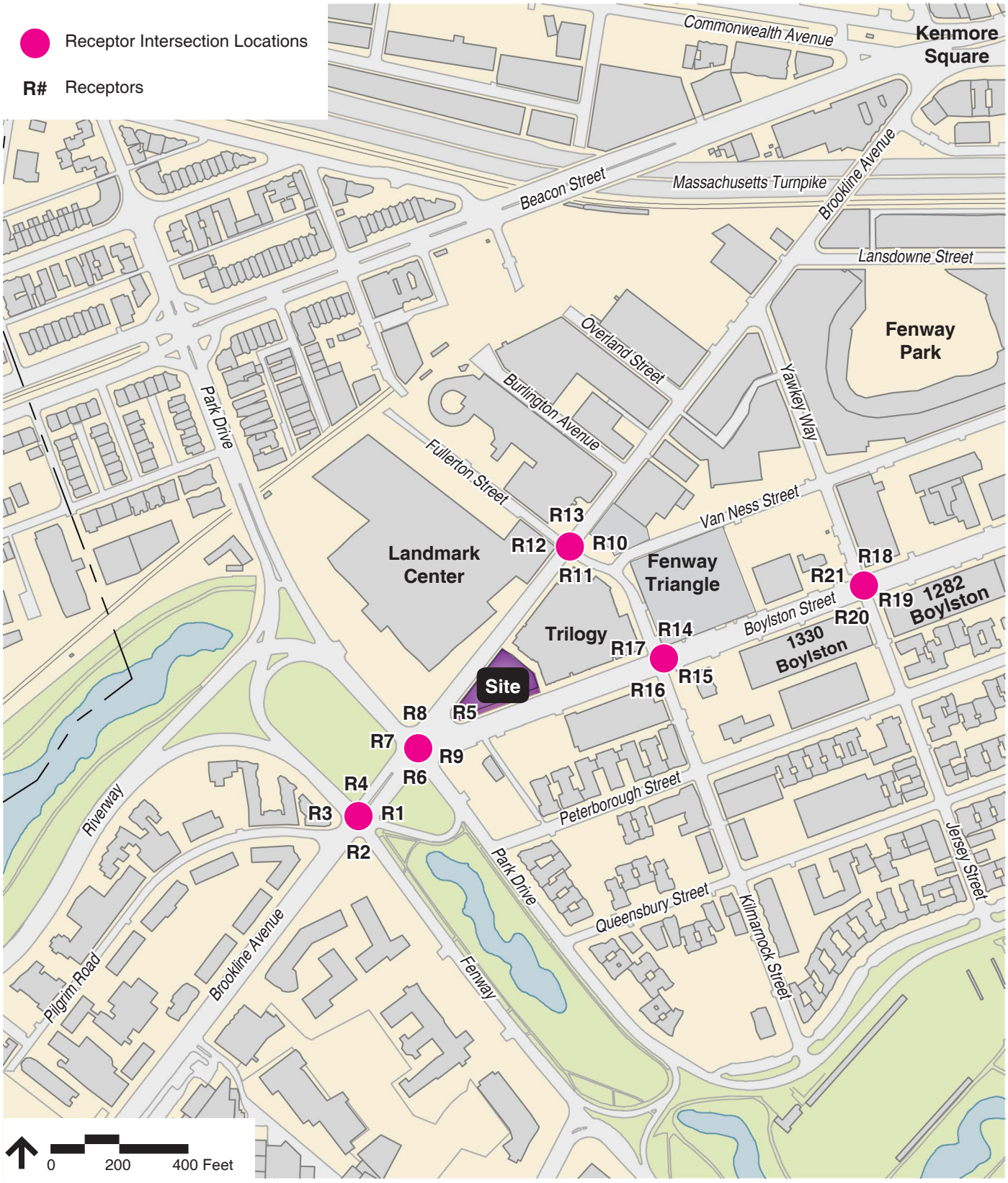


Figure 4.4
Microscale ("hot spot") Analysis
Intersection Locations



Figure 4.5
Noise Measurement Locations

LEED 2009 for New Construction and Major Renovations

Project Checklist

The Point, Boston, MA 02215

Draft May 2012

Sustainable Sites — Possible Points: 26

Y	?	N			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
	1		Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
		3	Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
		1	Credit 5.1	Site Development—Protect or Restore Habitat	1
		1	Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
1			Credit 6.2	Stormwater Design—Quality Control	1
	1		Credit 7.1	Heat Island Effect—Non-roof	1
	1		Credit 7.2	Heat Island Effect—Roof	1
		1	Credit 8	Light Pollution Reduction	1

Water Efficiency — Possible Points: 10

Y			Prereq 1	Water Use Reduction—20% Reduction	
		4	Credit 1	Water Efficient Landscaping	2 to 4
		2	Credit 2	Innovative Wastewater Technologies	2
2	2		Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere — Possible Points: 35

Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
1	18		Credit 1	Optimize Energy Performance	1 to 19
	7		Credit 2	On-Site Renewable Energy	1 to 7
	2		Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
		3	Credit 5	Measurement and Verification	3
		2	Credit 6	Green Power	2

Materials and Resources — Possible Points: 14

Y			Prereq 1	Storage and Collection of Recyclables	
		3	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		1	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	?	N			
1	1		Credit 4	Recycled Content	1 to 2
1	1		Credit 5	Regional Materials	1 to 2
1			Credit 6	Rapidly Renewable Materials	1
1			Credit 7	Certified Wood	1

Indoor Environmental Quality — Possible Points: 15

Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
		1	Credit 1	Outdoor Air Delivery Monitoring	1
		1	Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
1			Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems—Lighting	1
1			Credit 6.2	Controllability of Systems—Thermal Comfort	1
1			Credit 7.1	Thermal Comfort—Design	1
		1	Credit 7.2	Thermal Comfort—Verification	1
1			Credit 8.1	Daylight and Views—Daylight	1
1			Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process — Possible Points: 6

1			Credit 1.1	Innovation in Design: TDM plan (Boston Modern Mobility)	1
1			Credit 1.2	Innovation in Design: Tenant Design & Construction Guidelines	1
	1		Credit 1.3	Innovation in Design: Energy Star Appliances (5%)	1
1			Credit 1.4	Innovation in Design: Building Downsizing	1
	1		Credit 1.5	Innovation in Design: Exemplary Performance forMRc2 (95%)	1
1			Credit 2	LEED Accredited Professional	1

Regional Priority Credits — Possible Points: 4

	1		Credit 1.1	Regional Priority: SSc3	1
1			Credit 1.2	Regional Priority: SSc6.1	1
	1		Credit 1.3	Regional Priority: SSC7.2	1
	1		Credit 1.4	Regional Priority: SSC7.1	1

Total — Possible Points: 110

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

Figure 4.6
Preliminary LEED Scorecard

5

Infrastructure Systems

Introduction

This chapter describes the existing infrastructure systems within and surrounding the Project Site, and discusses Project capacity needs and potential impacts on utilities. The following utilities are evaluated: wastewater, water, stormwater management, natural gas, electricity, and telecommunications. Chapter 4, *Environmental Protection* discusses energy conservation measures being considered as part of the Project.

The Project will connect to existing city and utility company systems in the adjacent public streets. Based on initial investigations and consultations with the appropriate agencies and utility companies, all existing infrastructure systems are adequately sized to accept the incremental increase in demand associated with the development and operation of the Project. As design progresses, all required engineering analyses will be conducted and the final design will adhere to all applicable protocols and design standards ensuring that the proposed building is properly supported by and properly uses city infrastructure. Detailed design of the Project's utility systems will proceed in conjunction with the design of the building and interior mechanical systems.

The systems discussed herein include those owned or managed by the Boston Water and Sewer Commission (BWSC), private utility companies, and on-site infrastructure systems. There will be close coordination among these entities and with the project engineers and architects during the construction process for the Project. Figure 5.1 shows the existing infrastructure at the Site.

■

Summary of Key Findings

The key impact assessment findings related to infrastructure systems include:

- The existing city and utility infrastructure systems are adequately sized to accept the demand associated with the development and operation of the Project, based on initial investigations with the appropriate agencies and utility companies.
- On-site drainage generally flows towards Charles River Basin via BWSC-owned and maintained drainage infrastructure in Brookline Avenue and Boylston Street fronting the Project Site.

- The Project Site is currently serviced by the BWSC for domestic and fire protection water and sanitary sewage conveyance.
- Based upon sewage generation rates outlined in the DEP Sewer Connection and Extension Regulations, 310 CMR 15.203.f, the Project is estimated to generate between approximately 47,125 and 57,125 gallons per day (if a restaurant is constructed) of sanitary sewage and will require between approximately 51,838 and 62,838 gallons of water per day.

The key Project-related mitigation and/or benefits associated with the infrastructure systems include:

- The Project will not result in the introduction of any peak flows, pollutants, or sediments that would potentially impact the receiving waters of the local BWSC stormwater drainage system.
- The Project will improve the quality and quantity of site stormwater runoff compared to existing conditions, including consideration for groundwater recharge in accordance with the Groundwater Conservation Overlay District (GCOD). Additionally, the proposed stormwater management systems will comply with the 2008 DEP Stormwater Management Policy and Standards.
- Appropriate low-flow and low-consumption plumbing fixtures will be installed in all rental units to achieve a reduction in water usage of 30 to 40 percent over the baseline in order to comply with Article 37 of the Boston Zoning Code.

Regulatory Framework

The following discusses the regulatory framework of utility connection reviews and standards. All connections will be designed and constructed in accordance with city, state and federal standards. A complete list of the state and local permits anticipated associated with Project-related infrastructure is included in Chapter 1, *General Information and Regulatory Context*. For the Project:

- BWSC approval will be required for all water, sewer and stormwater systems.
- Sewer connection permit or self-certification, as applicable, will be filed with the Massachusetts Department of Environmental Protection (DEP).
- The Boston Fire Department will review the Project with respect to fire protection measures such as siamese connections, hydrants, and standpipes.
- Design of the site access, hydrant locations, and energy systems (gas and electric) will also be coordinated with the respective system owners.
- Where new utility connections are needed and existing connections are to be capped, the excavation will be authorized by the Boston Public Works Department (BPWD) through the street opening permit process, as required.
- Additional information on the regulatory framework for each utility system is included in subsequent sections of this chapter.

All improvements and connections to BWSC infrastructure will be reviewed by BWSC as part of the BWSC site plan review process. This process includes a comprehensive design review of the proposed service connections, assessment of system demands and capacity, and establishment of service accounts. As design

progresses, updated information on the proposed utility connections will be provided to the BRA upon request.

Drainage/Stormwater Management

Since the Project Site is already impervious, the Project will not produce significant changes in either the pattern of, or rate of, stormwater runoff. Stormwater management controls will be established in compliance with the BWSC standards. The Project will not result in the introduction of any peak flows, pollutants, or sediments that would potentially impact the receiving waters of the local BWSC stormwater drainage system.

■

Existing Drainage Conditions

On-site drainage generally flows towards Charles River Basin (as shown on BWSC maps). Brookline Avenue and Boylston Street contain BWSC-owned and maintained drainage infrastructure in the streets fronting the Project Site. Roadway runoff is piped from the Project Site by the BWSC at several locations along Brookline Avenue and Boylston Street. There is an existing 116-inch by 12-inch drain line in Brookline Avenue. There is an existing 12-inch drain line in Boylston Street An outfall located just north of Storrow Drive in the Charles River Basin is where the existing drainage systems deposit. Refer to Figure 5.1 for the existing drainage facilities serving the Project Site.

■

Proposed Drainage Conditions

Construction of the Project will incorporate stormwater management and treatment systems that will improve water quality, reduce runoff volume and control peak rates of runoff in comparison to existing conditions. The current design of the Project includes an innovative sub-slab retention/infiltration system that retains site runoff while providing treatment and peak flow mitigation. Also, the roof over the 2-story retail include a green roof system using sedum planting material. Installation of a sedum roof will enhance the stormwater management system by reducing runoff through water absorption by the plant and soil materials.

Stormwater runoff calculations will be done for existing and proposed conditions for the 2-, 10-, and 100-year storm events. During construction, measures will be implemented to minimize water quality impacts and avoid impacts to abutters.

■

Compliance with Boston Zoning Code Article 32: Groundwater Conservation Overlay District

The Project is located within the Groundwater Conservation Overlay District (GCOD), as defined in Article 32 of the Zoning Code. This zoning article sets forth requirements promoting the infiltration of runoff from impervious site areas within the district. To meet the requirements of this Article, projects within the district

must retain the first inch of runoff and utilize it to replenish the groundwater table. The current design provides the required volume and utilizes a gravity driven leaching bed to achieve infiltration.

The proposed infiltration system also addresses stormwater treatment following the DEP phosphorous treatment guidelines. Stormwater measures will be designed in accordance with DEP's Massachusetts Stormwater Management Handbook. Table 5-1 summarizes the Article 32 infiltration volume calculations.

Table 5-1
Article 32 Infiltration Volumes

Area	1-Inch Volume	Volume Provided
24,000 sf	2,000 cf (14,960 gallons)	2,000 cf

Sanitary Sewage

Existing Sewer System

The BWSC owns and maintains the sanitary sewer lines in the vicinity of the Project Site. BWSC record drawings show there is a MWRA Sewer, a 66-inch collector sewer along the Riverway and Fenway. The sewers adjacent to the Project Site convey flow to this sewer. These include the 15-inch line along the site frontage in Brookline Avenue, a 24-inch by 3-inch line in Brookline Avenue and a 32-inch by 42-inch line in Boylston Street. Existing site uses generate approximately 1,442 gallons per day of wastewater.

Proposed Sewage Flow and Connection

For the purposes of estimating the sewage flow rates, the overall gross square footage (including mechanical space) is assumed instead of the FAR square footage in order to present a conservative analysis. Generation rates from the Massachusetts State Environmental Code (Title 5) were used. The Project's approximately 320 residential units are projected to generate an estimated 45,100 gallons per day of sewage. The proposed retail use (up to 40,500 square feet) will generate approximately 2,025 gallons per day. The total generation for the Project is estimated to be approximately 47,125 gallons per day.

These calculations anticipate a dry retail use. Inclusion of a restaurant use would increase sanitary flows and would be based on seats. The inclusion of a restaurant would add approximately 10,000 gallons per day resulting in a total flow of up to 57,125 gallons per day. At this stage of the design, options for potential sewer connections are being evaluated and will be coordinated with the BWSC. Since the Project is expected to generate new wastewater flows exceeding 15,000 gallons per day, filing of a Compliance Certification for Sewer Extensions for Sanitary & Industrial Connections of 15,000-50,000 gallons per day with DEP is required. If the total flow exceeds 50,000 gallons per day, a DEP Sewer Connection Permit (flows over 50,000 gallons per day) will be submitted for the Project.

Domestic Water and Fire Protection

■

Existing Water Supply System

The BWSC owns and maintains the water mains in the vicinity of the Project Site (Figure 5.1). BWSC record drawings show the streets surrounding the Site are serviced by southern low service pipes. These pipes range in size from a 12-inch main and a 48-inch main in Brookline Avenue, to 16-inch main on Boylston Street. The installation dates and materials of these pipes also vary, from pit-cast iron ("PCI") pipe installed in 1905 and ("WS") welded steel installed in 1935 to a PCI pipe installed in 1896. The pipes have been relined by BWSC between 1990 and 1995. The existing water infrastructure provides a high level of service and diversity to the Fenway neighborhood. Additionally, currently five fire hydrants are in close proximity to the Project Site.

■

Proposed Water Supply Demand and Connection

Domestic water demand is based on estimated sewage generation with an added factor of 10 percent for consumption, system losses, and other use. Based upon sewage generation rates outlined in the DEP Sewer Connection and Extension Regulations, 310 CMR 15.203.f, the Project will require between approximately 51,838 and 62,838 gallons of water per day. However, appropriate low-flow and low-consumption plumbing fixtures will be installed in all residential units to achieve a reduction in water usage of 30 to 40 percent over the baseline in order to comply with Article 37 of the Boston Zoning Code (as LEED "certifiable"), as discussed in Chapter 4, *Environmental Protection*. The Proponent will continue to consider and evaluate methods to conserve water as building design evolves.

New water connections will be designed in accordance with BWSC design standards and requirements. Water services to new buildings will be metered in accordance with BWSC's Site Plan Requirements and Site Review Process. The review includes, but is not limited to, sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and Siamese connections conform to BWSC and Boston Fire Department (BFD) requirements. The Proponent will provide for the connection of the meter to the BWSC's automatic meter reading system. Fire protection connections on the Project Site will also need approval of the BFD.

Utilities

■

Natural Gas Service

National Grid Energy owns and operates the gas mains and services in the vicinity of the Project Site (Figure 5.1). National Grid record plans indicate a 12-inch main in Brookline Avenue and 6-inch mains within

Boylston Street. Given the existing infrastructure, gas line connections could be made from Brookline Avenue or Boylston Street.

The building's main heating and cooling systems shall be via a water loop heat pump with an estimated load of 1,000 tons. The building will be heated by gas-fired condensing hot water boilers, and domestic hot water shall be produced by condensing hot water heaters. The peak demand for gas for heating and kitchen use is estimated to be 18,000 cubic feet per hour. The Proponent will work with National Grid to confirm adequate system capacity as design is finalized.

■

Electrical Service

NSTAR owns and operates the electric facilities in the vicinity of the Project Site (Figure 5.1). NSTAR record plans indicate underground power facilities along Brookline Avenue and Boylston Street along the frontage of the Project Site. Potential connections for the Project could be made from either public street. Further into design of the Project, the Proponent's electrical engineer and civil engineer will coordinate with NSTAR on future configurations of the power system and connections.

The estimated electrical demand load for the Project is 3,000 Kilo Volt Amperes (kVA). Energy conservation measures will be an integral part of the Project-related infrastructure design. The buildings will employ energy-efficient and water-conservation features for mechanical, electrical, architectural, and structural systems, assemblies, and materials, where feasible and reasonable. The base configuration of the proposed building will meet the Massachusetts Stretch Energy Code. Mechanical and HVAC systems will be installed to the current industry standards and full cooperation with the local utility providers will be maintained during design and construction. Additional information on energy conservation is provided in the 'Green Building/Sustainability' section of Chapter 4, *Environmental Protection*.

■

Telephone

Verizon owns and operates the telephone facilities and services in the vicinity of the Project Site (Figure 5.1). Verizon record plans indicate that there is a lateral serving the site extending from a manhole in Brookline Avenue. There appears to be no existing service along Boylston Street. Given the existing infrastructure, telephone for the Project Site could be provided from Brookline Avenue. The configuration of the proposed service will be developed with Verizon as the Project design progresses.

■

Telecommunications

Comcast owns and operates the telecommunications facilities and services in the vicinity of the Project Site. Comcast record plans indicate that cable is in Brookline Avenue. Telecommunications for the Project Site could be provided from Brookline Avenue and/or Boylston Street. The configuration of the proposed service will be developed with Comcast as the Project design progresses.

■

Protection of Utilities

Existing public and private infrastructure located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way will be in accordance with BWSC, Boston Public Works Department, the Dig-Safe Program, and governing utility company requirements. All necessary permits will be obtained before the commencement of work. Specific methods for constructing proposed utilities where they are near to, or connect with, existing water, sewer, and drain facilities will be reviewed by the BWSC as part of its Site Plan Review process.

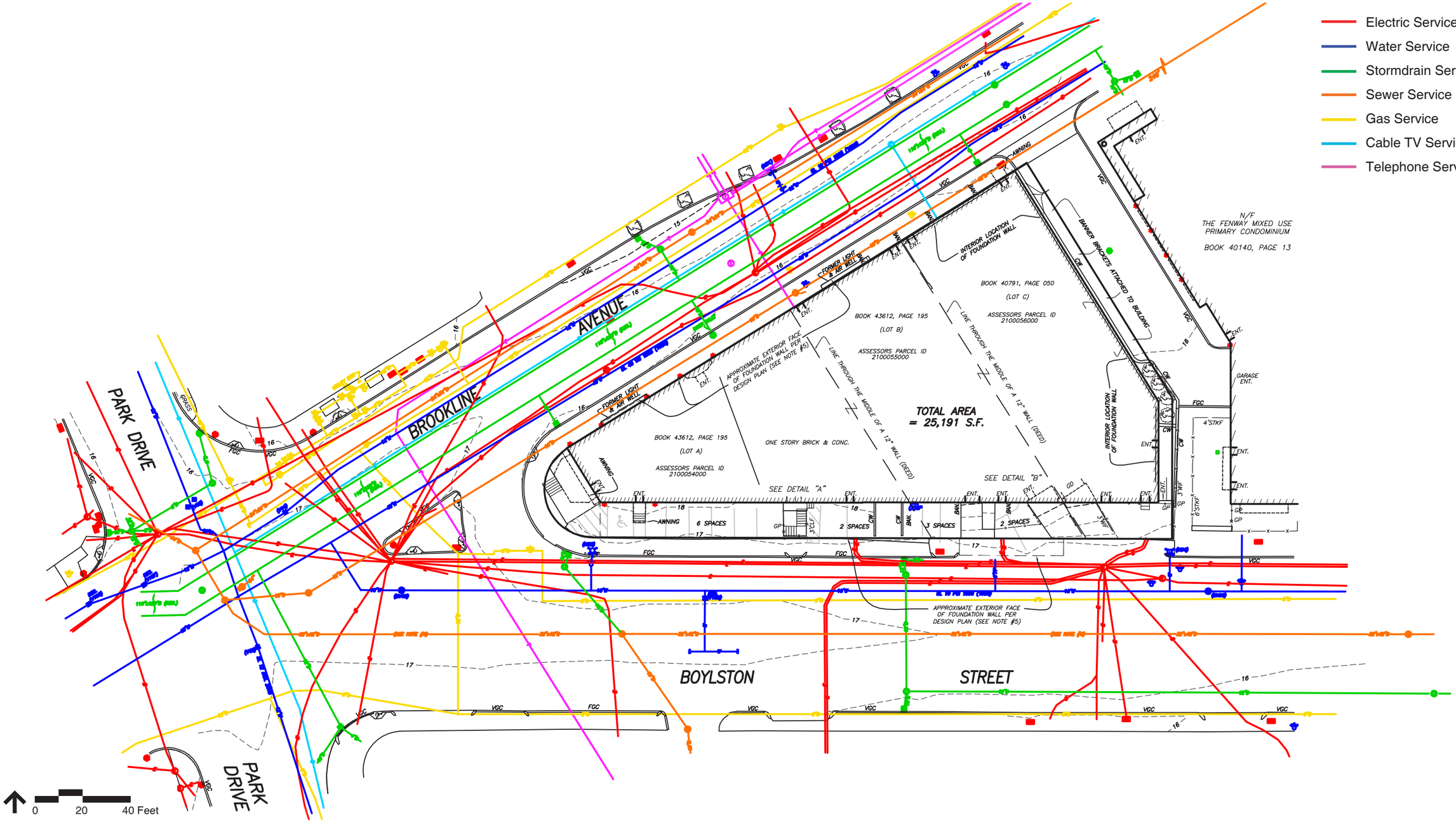


Figure 5.1
Existing Utilities

6

Historic Resources

Introduction

This section identifies and describes historic resources in the vicinity of the Project Site and evaluates potential impacts to historic resources as a result of the Project. The Project is near the Olmsted Park System and the Sears Roebuck & Company Mail Order Store (now Landmark Center), both of which are listed in the National and State Register of Historic Places. Figure 6.1 shows the location of these resources as well as other historic resources in the general project area.

The Project is designed to be compatible with the mix of uses in the surrounding area. These consist of a combination of brick residential structures built after 1930, several large residential and institutional structures (most notably Trilogy, 1330 Boylston Street, and the planned Fenway Triangle Mixed Use Project), late 20th century low-rise commercial buildings, free-standing restaurants, and surface parking lots. The varied massing, use of contemporary exterior materials, scale, proportion and setback of the proposed design are in keeping with the neighboring structures and will enhance the character of the Fenway streetscape along Boylston Street and Brookline Avenue.

■

Summary of Key Findings

The key findings related to historic and cultural resources include:

- There are no inventoried or State-Register listed properties within the Project Site, as the structures on-site are not of significant historical value and are generally in poor condition.
- Removal of the existing building will not have an adverse impact on the building, as it is not considered a significant historic resource.
- There are certain properties that are in the Inventory of Historic and Archaeological Assets of the Commonwealth and the State Register of Historic Places within one-quarter mile of the Project Site, including the Sears Roebuck & Company Mail Order Store, Fenway Park, and the Olmsted Park System (Emerald Necklace). No significant impacts either visually or by shadows are anticipated to these historic properties.
- The Project will have a beneficial effect on the immediate and surrounding area from both an aesthetic and functional standpoint.

- The uses proposed as part of the Project (retail and residential) are consistent with the City's new Fenway zoning.

Existing On-Site Structures

This section describes the existing buildings on the Project Site. There are no inventoried or State-Register listed properties within the Project Site. The existing structures are generally in poor condition. Refer to photographs of the Project Site and surrounding properties in Figures 6.2 (location map) and 6.3 (site photos).

■

1393 – 1399 Boylston Street (200 Brookline Avenue)

The triangular block at the corner of Brookline Avenue and Boylston Street was one of three connected buildings, which were all constructed as a group on the Project Site between 1917 and 1922. The building is constructed of brick on a concrete foundation, with large multi-pane commercial windows separated by pilasters and framed with brick soldier course lintels and sills (Figure 6.3). A more recent paneled wood parapet and canvas awning rises above the flat roof. The primary entrance is on the southwest corner, accessed by a raised concrete porch.

■

186 – 192 Brookline Avenue (1387 Boylston Street)

This narrow brick building is located in the center of the commercial block. Its storefront duplicates some of the detailing of 1393-1399 Boylston Street, with quoined sections separated by the multi-paned windows, simple modillions along the cornice line (Figure 6.3). A more recent wood parapet on top continues the same height of the one seen on 1393-1399 Boylston Street. A shallow bracketed hood marks the primary entrance on Brookline Avenue, with vehicle and basement access on Boylston Street.

■

1383 Boylston Street (176-184 Brookline Avenue)

This brick building is located on the eastern end of the commercial block, with an alley dividing the block from the neighboring residential building to the east. The building is constructed of brick and concrete block, with a concrete storefront (Figure 6.3). The building has the same quoined sections, and modillions that are similar to those found on the other two buildings comprising the commercial block. However, a triangular shaped gabled parapet of brick with cement stucco surface marks the roofline of the building on both the Brookline and Boylston Street sides. It is likely that the same parapet was present on the other two sections of the block, but are now obscured or removed.

Existing Historic Resources

This section describes the existing historic buildings and districts, as identified on Figure 6.1.

■

Sears Roebuck & Company Mail Order Store, 309 Park Drive and 201 Brookline Avenue

The Sears Roebuck & Company Mail Order Store (also known as the Landmark Center) was listed individually in the National Register of Historic Places on January 15, 1991. As a result, the property is listed in the State Register of Historic Places. It was designated a City of Boston Landmark on December 18, 1989.

Located at the intersection of Park Drive, Brookline Avenue, and the Olmsted Park System, the Sears Roebuck & Company Mail Order Store is a distinctive structure in its surroundings due to its prominent size, unusual massing and architectural detail (Figure 6.3). An example of the Art Deco style, the building was designed by architect George C. Nimmons of Nimmons Carr and Wright Architects, and constructed in 1928-1930. Its most striking features are its southwest facade, measuring nearly four hundred and fifty feet in length, the projecting central tower rising 200 feet, its two-story central entrance, and its Art Deco carved limestone Ornamentation and decorative belt courses.

The original building (1928-1930) comprises over 1,000,000 square feet of space. Facing Park Drive, the southwest facade contains the structure's most ornate architectural detail, seen most strikingly in the double-height, round-arched windows and limestone decoration on levels 3, 4, 11 and 12. The 200-foot tall projecting central tower (also original) is three bays wide and flanked by nine-bay wide wings. The tower features three setbacks above floors 2, 9 and 11. After the initial building campaign, several additions were added to the main building primarily for use as warehouse space. The two additions to the original building were constructed in 1948-49 and 1966; Sears also incorporated the previously independent Miller building at 155-163 Brookline Avenue, a former wholesale tire store which operated from 1929 to 1936. Sears substantially altered this building in 1937 and 1948.

The Landmark Center project, completed in the summer of 2000, resulted in some changes to the existing structure and new construction, which has had minimal impact on the aesthetic quality of the property and site. Alterations to the main building included reopening the bricked-up storefront windows and entrances at ground level, and the introduction of new vehicular access points. New windows were designed to be compatible with the historic fenestration. Along Brookline Avenue, an existing loading area, formerly serving the 1949 building addition, was built out to create a uniform sheet façade serving a two story cinema lobby.

■

Richardson Building, 5-15 Yawkey Way (formerly 5-15 Jersey Street)

Recommended by the Boston Landmarks Commission for further study, this 1916 building is considered eligible for the National Register as a well-designed and preserved example of an early 20th century Classical revival commercial building in Kenmore Square. The building has Classical Revival facades faced with white terra cotta, and is particularly noteworthy for the monumental fluted and engaged Tuscan columns which flank the main entrances.

■

Fenway Park, 24 Yawkey Way

A petition for Landmark Status has been filed for Fenway Park, home stadium of the Boston Red Sox baseball team since 1912. In January 2012, a National Register nomination for the stadium was approved by the Massachusetts Historical Commission (MHC) and in March 2012 final approval by the National Register office of the National Park Service was granted.

Fenway Park is the major league's second oldest stadium, and it's only remaining single-deck stadium. The original Tapestry Brick style entrance facade and stadium perimeter remain. For several years, Red Sox officials have been rehabilitating Fenway Park and sprucing up its environs. The park now has a grand entrance at Gate E, the approach encountered first by most fans on their way to the park. Additionally, the Red Sox officials have installed new cherry trees and historic period street lamps on Lansdowne Street.

■

Olmsted Park System

The Olmsted Park System National Register Historic District, also known as the Emerald Necklace, is located largely to the south and west of the Project Site. This large linear district is comprised of Park Drive, the Back Bay Fens, Muddy River, Olmsted (Leveret) Park, Jamaica Pond, and the Arborway. It was listed in the National Register of Historic Places on December 8, 1971 and is listed in the State Register of Historic Places. The Back Bay Fens was designated as a Boston Landmark on November 1, 1983.

The park is a notable work of Frederick Law Olmsted Sr., whose work influenced the physical development of Boston and other important cities and regions. Olmsted's seven-mile long park system, designed and constructed between 1878 and 1895, is the first and most historically significant urban park system in the country. Notable in the park are elements of landscape design embodying distinctive characteristics of late 19th century park planning and implementation.

■

Seventh Day Adventists Church (formerly Church of the Disciples), 105 Jersey Street

This church meets the criteria for both National Register listing and Boston Landmark designation as an architecturally significant example of early 20th century Classical Revival design. Completed in 1905 by Harvard University Club architect James Purdon, the red brick, white cast stone and marble faced edifice is one of the oldest structures in the West Fens.

■

William McKinley Preparatory High School (a/k/a Martin Milmore School), 85 Peterborough Street

Recommended by the Boston Landmarks Commission for further study, this school is a notable example of Georgian Revival institutional design (by George E. Robinson, architect) in 1929. It is named for mid-late 19th century Boston area sculptor Martin Milmore.

■

Audubon Circle Area

The Audubon Circle area has a collection of well-designed residential buildings dating from 1888 to c.1915 representing an extension of the fashionable Back Bay residential district into Brookline. Beacon Street and Audubon Circle, designed by Frederick Law Olmsted, are built up with substantial single family row houses, three-family houses and larger apartment complexes, among which are several S.D. Kelly groups of Queen Anne/Romanesque row house (1888-95), the Renaissance Revival 875 Beacon Street (1895); W.L. Morrison's Jacobethan 899-909 Beacon Sheet and 6-16 Keswick Street (1901); Kilham and Hopkins' Baronial three-family house (1905) and Audubon Court Apartments (1915); Benjamin Fox's Romanesque/Georgian Revival Strathcona Terrace and Audubon Terrace (1903); the Beaux Arts - Jacobethan Inverness (1898); and the Ralph Adams Cram Ruggles Church (1914) designed in the Georgian Revival style.[1] The area was recommended eligible for the National Register in 1983, but there is no official MHC opinion regarding its eligibility on file.

■

Park Drive Area

The Park Drive area follows Park Drive between Queensberry Street and Kilmarnock Street. This contiguous collection of town houses and large apartment buildings facing the Back Bay Fens represents the highest quality designs in the West Fens during the period 1899-1930. These include Charles Cummings' Georgian Revival Robert Treat Paine, Jr. House (1899); Theodore M. Clark's Mansard/ Queen Anne/Georgian Revival 107 Park Drive (1903); George N. Jacobs' 61-69 Park Drive (1921); and Brown and Hienan's 111 and 125-143 Park Drive (1922). The area was recommended for inclusion in a Park Drive National Register and Architectural Conservation District in 1983 in the Boston Landmarks Commission survey.

■

Emmanuel College Main Building, 400 The Fenway

This building meets Boston Landmarks Commission criteria for both National Register listing and Boston Landmark designation as an intact, noteworthy example of Modern Gothic academic design. Designed by Maginnis and Walsh, a noted Boston architectural firm, this red-brick structure with a distinctive bell tower serves as a significant visual landmark along the Fenway. Originally the Convent and Academy of Notre Dame, this building was completed in 1916.

Existing Archaeological Resources

Given the extensive and dense urban development that has occurred in the project area over many years, it is unlikely that the Project Site would yield any significant archaeological resources. Thus, there is little potential for the disturbance of significant archaeological resources. Review of MHC records did not reveal any known archaeological resources on the site or in the immediate vicinity.

τ

1 Olmsted Plaza Associates, DPIR/DEIR Olmsted Plaza, September 1989.

Project Impacts to Historic Resources

No significant impacts are anticipated to the historic properties noted above, as the majority of resources are too far from the Project Site to be impacted either visually or by shadows. A Project Notification Form (PNF) will be submitted to the MHC for review in February 2013.

■

Design Concept

The project design was carefully developed to meet the unique needs of a gateway project for the Fenway Neighborhood and to complement the urban design characteristics of the surrounding area. As described more fully in Chapter 2, *Urban Design*, the design concept of the upper residential levels includes the setback of the different masses and a faceted geometry creates a slender and sleek structure, appropriate for a Fenway neighborhood landmark. The faceted treatment of the façade also aims to reduce the building to a human scale and enhances pedestrian interaction and attraction along storefronts. At the sidewalk level, exterior enclosure along the retail and residential lobbies will create a rich and varied streetscape.

The building will include varied glazing and masonry exterior finishes to enhance its unique architectural presence while reinforcing its appropriateness for the neighborhood (refer to Figure 2.4). Both at the retail and residential levels, glazed surfaces are maximized while a masonry band concept is utilized to relate to the material character of the neighborhood.

■

Urban Design and Streetscape

The Project aims to introduce high-quality and iconic architecture to provide a transformative effect for the neighborhood. By redeveloping an underutilized and dilapidated site currently consisting of a collection of low-story commercial uses with some surface parking, the Project will significantly improve the aesthetic character of the Project Site. Streetscape improvements include new signage, street furniture, lighting, and landscaping (street trees). Also, the Project will provide the opportunity for an outdoor seating area for potential restaurant occupancy at the south-east corner along Boylston Street, which will enhance street life and character and add diversity to the urban texture.

■

Shadow Impacts

No significant impacts are anticipated to the historic properties noted above, as they are too far from the project area to be impacted either visually or by shadows. The Olmsted Park System to the west, including Park Drive will have no new shadows from the proposed building. The only historic property that would be moderately affected by shadow is the Landmark Center, which would receive new shadows from the Project on partial sections of the building under the 9 A.M. condition in March, September, and December.

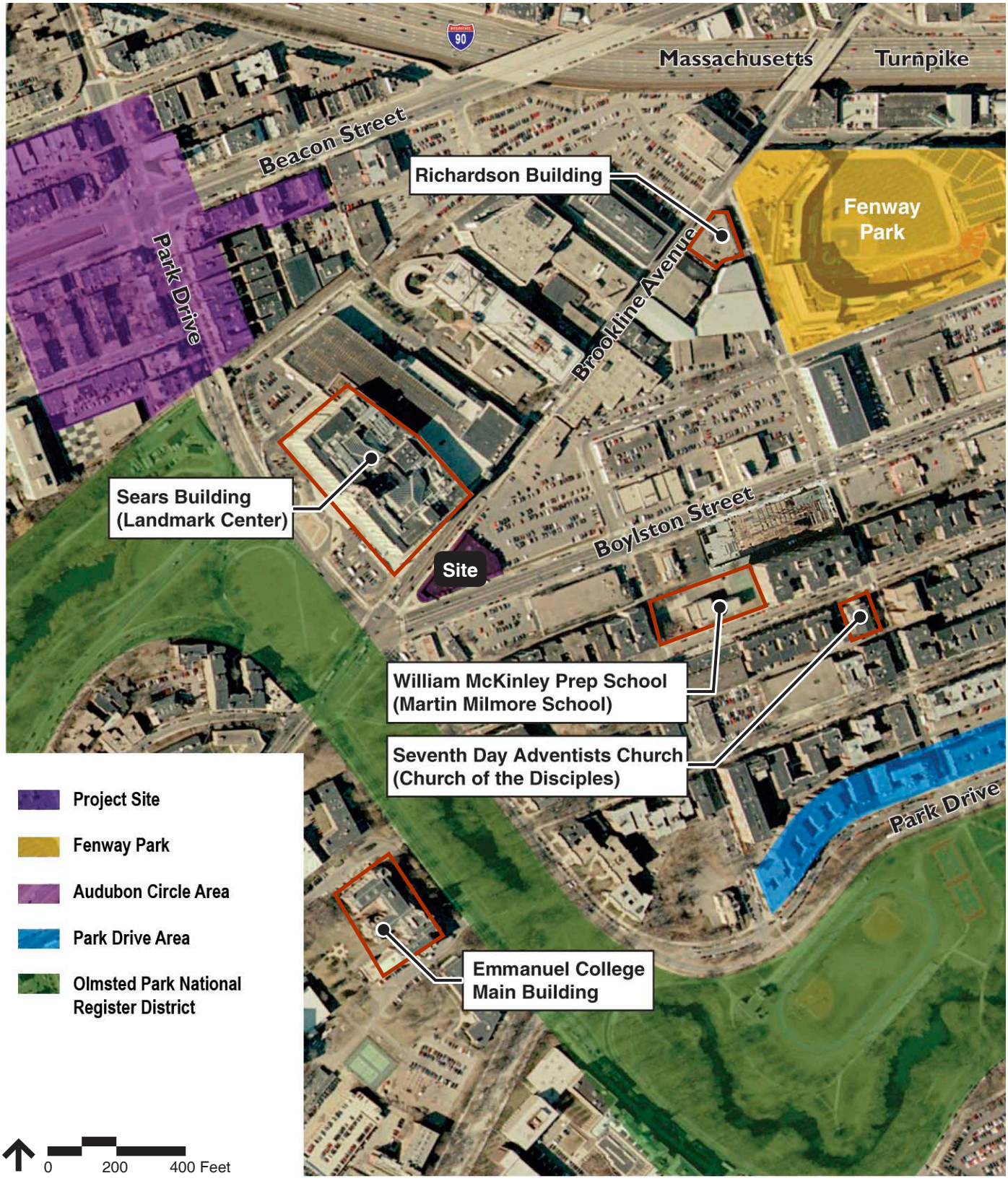


Figure 6.1
Historic Resources in the Vicinity of the Project Site



Figure 6.2
Site Photo Locations



1. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of southwest and northwest elevation of 1393-1399 Boylston Street (200 Brookline Avenue). Photographer facing NE, February 2012.



2. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of northwest elevation of 1393-1399 Boylston Street (200 Brookline Avenue) and 186-192 Brookline Avenue (1387 Boylston Street). Photographer facing S, February 2012.

Figure 6.3a
Site Photographs



3. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of northeast elevation of 1383 Boylston Street (176-184 Brookline Avenue). Photographer facing SE, February 2012.



4. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of southeast elevation of 1393-1399 Boylston Street (200 Brookline Avenue) and 186-192 Brookline Avenue (1387 Boylston Street). Photographer facing NE, February 2012.

Figure 6.3b
Site Photographs



5. The Point, Boylston Street and Brookline Avenue, Boston, MA. Detail of southeast elevation of 1383 Boylston Street (176-184 Brookline Avenue). Photographer facing NW, February 2012.



6. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of streetscape along Park Drive, project site at left. Photographer facing SE, February 2012.

Figure 6.3c
Site Photographs



7. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of Brookline Avenue streetscape, project site at right. Photographer facing NE, February 2012.



8. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of Brookline Avenue streetscape from intersection of Kilmarnock Street, project site at background left. Photographer facing SW, February 2012.

Figure 6.3d
Site Photographs



9. The Point, Boylston Street and Brookline Avenue, Boston, MA. Boylston Streetscape, project site at left. Photographer facing NE, February 2012.



10. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of Boylston Streetscape from intersection of Kilmarnock Street, project site in background. Photographer facing SE, February 2012.

Figure 6.3e
Site Photographs



11. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of project site from Back Bay Fens, Landmark Center at left. Photographer facing NE, February 2012.



12. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of Landmark Center from intersection of Boylston Street and Brookline Avenue, project site on right. Photographer facing N, February 2012.

Figure 6.3f
Site Photographs



13. The Point, Boylston Street and Brookline Avenue, Boston, MA. View of project area from primary entrance to Landmark Center. Photographer facing SE, February 2012.

Figure 6.3g
Site Photographs

7

Project Certification

This expanded PNF has been submitted to the Boston Redevelopment Authority, as required by Article 80 of the Zoning Code, on the February 15, 2013 by:

Proponent
Fenway Ventures Point Properties LLC
By Fenway Ventures Point LLC, its manager
By S&A Fenway LLC, its manager

By:
Joel Sklar
Manager

Preparer
Vanasse Hangen Brustlin, Inc.

Lauren DeVoe, AICP, LEED AP BD+C
Environmental Planner

Appendix A
Letter of Intent

SAMUELS & ASSOCIATES

May 3, 2012

Peter Meade, Director
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

Re: The Point; Letter of Intent to File Project Notification Form

Dear Mr. Meade:

On behalf of Fenway Ventures Point Properties LLC, an affiliate of Samuels & Associates, I am pleased to submit this Letter of Intent to file a Project Notification Form for the redevelopment of the properties located at 176-200 Brookline Avenue and 1383-1395 Boylston Street, in accordance with Mayor Menino's Executive Order dated October 10, 2000, as amended April 3, 2001, relative to the provision of mitigation by development projects in Boston subject to Large Project Review under the Boston Zoning Code.

The proposed mixed-use project consists of a single building located on an approximately 25,218 square foot parcel at the intersection of Brookline Avenue and Boylston Street. The building is anticipated to comprise approximately 320,000 square feet, with first and second story retail use, upper story residential use and accessory uses and facilities.

The project will require Large Project Review and the approval of an amendment to the Development Plan for Planned Development Area No. 56, The Fenway Mixed Use Project Development Plan, under Article 80 of the Boston Zoning Code. It is also contemplated that the project may require certain modifications to Article 66 of the Boston Zoning Code.

Under the Mayor's Executive Order, the Authority is to submit to the Mayor a recommendation for the appointment of an Impact Advisory Group to advise the Authority with respect to mitigation, to be appointed by the Mayor prior to the submission of the Project Notification Form.

We are ready to move forward with the Article 80 review process by filing a Project Notification Form, and look forward to working with the Authority, the IAG and the community in the review of this project.

If you have any questions or if any additional information would be helpful, please do not hesitate to contact me.

Sincerely,

Steven B. Samuels

cc: Mr. Brian Golden, BRA
Mr. Kairos Shen, BRA
Ms. Randi Lathrop, BRA
Ms. Heather Campasano, BRA
Mr. Jonathan Greeley, BRA
Mr. Jonathan Fitzgerald, BRA

Expanded Project Notification Form

Appendices B - F

Submission to:

Boston Redevelopment Authority



THE POINT, BOSTON, MA

Submission by:

Fenway Ventures Point Properties, LLC

a SAMUELS & ASSOCIATES entity

Prepared by: VHB Vanasse Hangen Brustlin, Inc.

In Association with :

Arquitectonica
Goulston & Storrs
Consentini Associates
McPhail Associates, Inc.
RWDI
John Moriarty & Associates
McNamarra Salvia

Appendices B-F
Table of Contents

Appendix B **Transportation Supporting Documentation**
Appendix C **Wind Supporting Documentation**
Appendix D **Solar Glare Supporting Documentation**
Appendix E **Air Quality Supporting Documentation**
Appendix F **Noise Supporting Documentation**

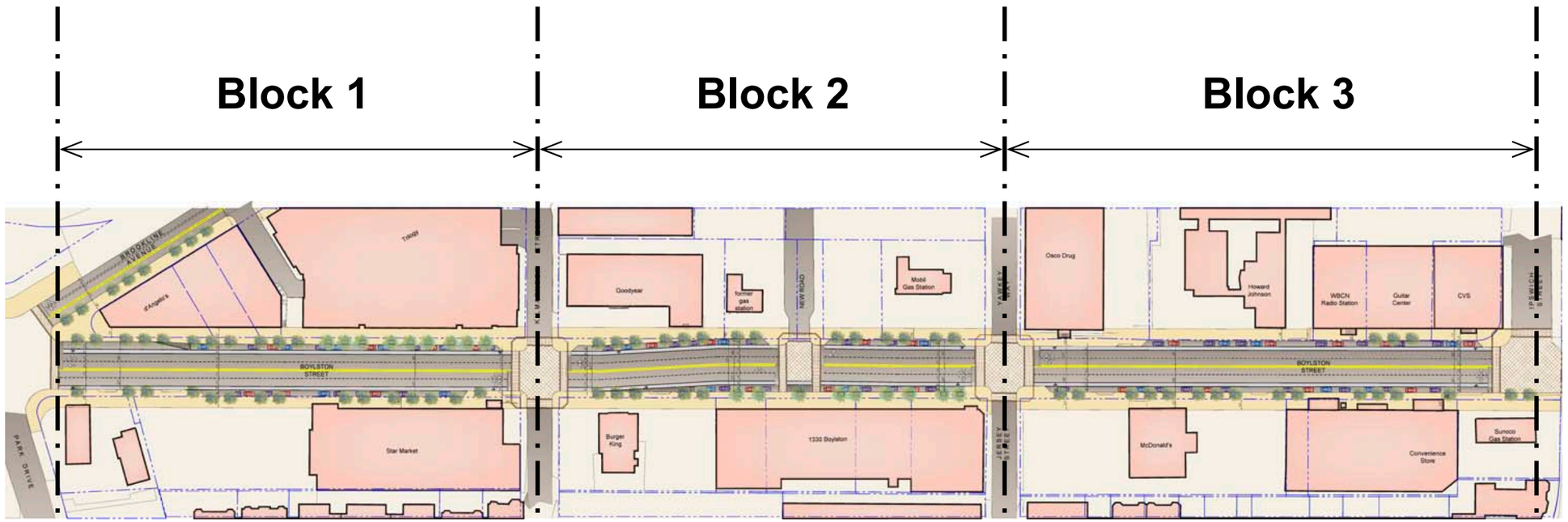
Appendix B
Transportation Supporting Documentation

- **BTD Boylston Street Plan Figure**
- **Observed Traffic Volume Data**
- **Capacity Analyses**
  - Detailed Level of Service Tables
  - 2012 Existing Conditions
  - 2017 No Build Conditions
  - 2017 Build Conditions

BTD Boylston Street Plan Figure

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Boylston Street Block-by-Block



Block 1	Block 2	Block 3
Sears Rotary to Kilmarnock Street	Kilmarnock Street to Yawkey Way	Yawkey Way to Ipswich Street

Sidewalk Widths:	Existing = 7’ – 22’	Proposed = 15’ – 22’
Crosswalk Lengths:	Existing = 64’	Proposed = 54’
Typical Lane Width:	Existing = 12’	Proposed = 11’ – accommodates left turn at New Road
Bike Lane:	Existing = none	Proposed Two 5’ lanes each direction
Trees:	Existing = +/- 15 trees	Proposed = + 60 trees along the corridor

Preservation of on-street 8’ parking lanes both sides
Neckdowns accommodated at every intersection

Source: Boston Transportation Department

Observed Traffic Volume Data

Accurate Counts
978-664-2565

N/S Street : Trilogy Building Driveway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381001
Site Code : 11381001
Start Date : 1/10/2012
Page No : 1

Groups Printed- Cars - Trucks

	Brookline Ave From East		Driveway From South		Brookline Ave From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	2	69	3	1	88	2	165
07:15 AM	0	89	0	0	91	1	181
07:30 AM	1	89	0	2	107	2	201
07:45 AM	2	98	0	3	137	5	245
Total	5	345	3	6	423	10	792
08:00 AM	3	93	1	2	123	0	222
08:15 AM	3	80	0	2	106	6	197
08:30 AM	0	87	1	2	119	3	212
08:45 AM	0	99	0	0	111	2	212
Total	6	359	2	6	459	11	843
Grand Total	11	704	5	12	882	21	1635
Apprch %	1.5	98.5	29.4	70.6	97.7	2.3	
Total %	0.7	43.1	0.3	0.7	53.9	1.3	
Cars	11	624	5	12	829	21	1502
% Cars	100	88.6	100	100	94	100	91.9
Trucks	0	80	0	0	53	0	133
% Trucks	0	11.4	0	0	6	0	8.1

	Brookline Ave From East			Driveway From South			Brookline Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	2	**98**	**100**	0	**3**	**3**	**137**	5	**142**	**245**
08:00 AM	**3**	93	96	**1**	2	3	123	0	123	222
08:15 AM	3	80	83	0	2	2	106	**6**	112	197
08:30 AM	0	87	87	1	2	3	119	3	122	212
Total Volume	8	358	366	2	9	11	485	14	499	876
% App. Total	2.2	97.8		18.2	81.8		97.2	2.8		
PHF	.667	.913	.915	.500	.750	.917	.885	.583	.879	.894
Cars	8	317	325	2	9	11	459	14	473	809
% Cars	100	88.5	88.8	100	100	100	94.6	100	94.8	92.4
Trucks	0	41	41	0	0	0	26	0	26	67
% Trucks	0	11.5	11.2	0	0	0	5.4	0	5.2	7.6

Accurate Counts
978-664-2565

N/S Street : Trilogy Building Driveway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381001
Site Code : 11381001
Start Date : 1/10/2012
Page No : 1

Groups Printed- Trucks

	Brookline Ave From East		Driveway From South		Brookline Ave From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	12	0	0	9	0	21
07:15 AM	0	6	0	0	7	0	13
07:30 AM	0	12	0	0	5	0	17
07:45 AM	0	11	0	0	6	0	17
Total	0	41	0	0	27	0	68
08:00 AM	0	13	0	0	7	0	20
08:15 AM	0	7	0	0	5	0	12
08:30 AM	0	10	0	0	8	0	18
08:45 AM	0	9	0	0	6	0	15
Total	0	39	0	0	26	0	65
Grand Total	0	80	0	0	53	0	133
Apprch %	0	100	0	0	100	0	
Total %	0	60.2	0	0	39.8	0	

	Brookline Ave From East			Driveway From South			Brookline Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**12**	**12**	0	0	0	**9**	0	**9**	**21**
07:15 AM	0	6	6	0	0	0	7	0	7	13
07:30 AM	0	12	12	0	0	0	5	0	5	17
07:45 AM	0	11	11	0	0	0	6	0	6	17
Total Volume	0	41	41	0	0	0	27	0	27	68
% App. Total	0	100		0	0		100	0		
PHF	.000	.854	.854	.000	.000	.000	.750	.000	.750	.810

Accurate Counts
978-664-2565

N/S Street : Trilogy Building Driveway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381001
Site Code : 11381001
Start Date : 1/10/2012
Page No : 1

Groups Printed- Bikes Peds

	Brookline Ave From East			Driveway From South			Brookline Ave From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	11	0	0	11	1	0	7	29	3	32
07:15 AM	0	3	11	0	0	21	0	0	13	45	3	48
07:30 AM	0	1	8	0	0	40	3	0	9	57	4	61
07:45 AM	0	2	13	0	0	24	3	0	10	47	5	52
Total	0	8	43	0	0	96	7	0	39	178	15	193
08:00 AM	0	2	10	0	0	46	3	0	9	65	5	70
08:15 AM	0	2	9	0	0	39	6	0	22	70	8	78
08:30 AM	0	0	12	0	0	32	4	0	8	52	4	56
08:45 AM	0	2	7	0	0	34	1	0	7	48	3	51
Total	0	6	38	0	0	151	14	0	46	235	20	255
Grand Total	0	14	81	0	0	247	21	0	85	413	35	448
Apprch %	0	100		0	0		100	0				
Total %	0	40		0	0		60	0		92.2	7.8	

	Brookline Ave From East			Driveway From South			Brookline Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	0	0	0	3	0	3	4
07:45 AM	0	**2**	**2**	0	0	0	3	0	3	5
08:00 AM	0	2	2	0	0	0	3	0	3	5
08:15 AM	0	2	2	0	0	0	**6**	0	**6**	**8**
Total Volume	0	7	7	0	0	0	15	0	15	22
% App. Total	0	100		0	0		100	0		
PHF	.000	.875	.875	.000	.000	.000	.625	.000	.625	.688

Accurate Counts
978-664-2565

N/S Street : Trilogy Building Driveway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381001
Site Code : 11381001
Start Date : 1/10/2012
Page No : 1

Groups Printed- Cars - Trucks

	Brookline Ave From East		Driveway From South		Brookline Ave From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	2	105	0	2	100	1	210
04:15 PM	0	119	1	1	143	2	266
04:30 PM	1	156	0	1	105	2	265
04:45 PM	3	139	0	1	108	1	252
Total	6	519	1	5	456	6	993
05:00 PM	3	129	0	4	89	2	227
05:15 PM	3	144	1	6	103	3	260
05:30 PM	0	147	0	1	109	1	258
05:45 PM	1	130	1	2	85	2	221
Total	7	550	2	13	386	8	966
Grand Total	13	1069	3	18	842	14	1959
Apprch %	1.2	98.8	14.3	85.7	98.4	1.6	
Total %	0.7	54.6	0.2	0.9	43	0.7	
Cars	13	1032	3	18	806	14	1886
% Cars	100	96.5	100	100	95.7	100	96.3
Trucks	0	37	0	0	36	0	73
% Trucks	0	3.5	0	0	4.3	0	3.7

	Brookline Ave From East			Driveway From South			Brookline Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	119	119	**1**	1	2	**143**	**2**	**145**	**266**
04:30 PM	1	**156**	**157**	0	1	1	105	2	107	265
04:45 PM	**3**	139	142	0	1	1	108	1	109	252
05:00 PM	3	129	132	0	**4**	**4**	89	2	91	227
Total Volume	7	543	550	1	7	8	445	7	452	1010
% App. Total	1.3	98.7		12.5	87.5		98.5	1.5		
PHF	.583	.870	.876	.250	.438	.500	.778	.875	.779	.949
Cars	7	519	526	1	7	8	425	7	432	966
% Cars	100	95.6	95.6	100	100	100	95.5	100	95.6	95.6
Trucks	0	24	24	0	0	0	20	0	20	44
% Trucks	0	4.4	4.4	0	0	0	4.5	0	4.4	4.4

Accurate Counts
978-664-2565

N/S Street : Trilogy Building Driveway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381001
Site Code : 11381001
Start Date : 1/10/2012
Page No : 1

Groups Printed- Trucks

	Brookline Ave From East		Driveway From South		Brookline Ave From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	2	0	0	6	0	8
04:15 PM	0	6	0	0	6	0	12
04:30 PM	0	6	0	0	4	0	10
04:45 PM	0	5	0	0	5	0	10
Total	0	19	0	0	21	0	40
05:00 PM	0	7	0	0	5	0	12
05:15 PM	0	3	0	0	1	0	4
05:30 PM	0	6	0	0	5	0	11
05:45 PM	0	2	0	0	4	0	6
Total	0	18	0	0	15	0	33
Grand Total	0	37	0	0	36	0	73
Apprch %	0	100	0	0	100	0	
Total %	0	50.7	0	0	49.3	0	

	Brookline Ave From East			Driveway From South			Brookline Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	6	6	0	0	0	**6**	0	**6**	**12**
04:30 PM	0	6	6	0	0	0	4	0	4	10
04:45 PM	0	5	5	0	0	0	5	0	5	10
05:00 PM	0	**7**	**7**	0	0	0	5	0	5	12
Total Volume	0	24	24	0	0	0	20	0	20	44
% App. Total	0	100		0	0		100	0		
PHF	.000	.857	.857	.000	.000	.000	.833	.000	.833	.917

Accurate Counts
978-664-2565

N/S Street : Trilogy Building Driveway
E/W Street: Brookline Avenue
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File Name : 11381001
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Start Date : 1/10/2012
Page No : 1

Groups Printed- Bikes Peds

	Brookline Ave From East			Driveway From South			Brookline Ave From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	7	0	0	55	0	0	27	89	1	90
04:15 PM	0	4	10	0	0	55	0	0	21	86	4	90
04:30 PM	0	1	10	0	0	54	0	0	24	88	1	89
04:45 PM	0	2	9	0	0	37	3	0	16	62	5	67
Total	0	8	36	0	0	201	3	0	88	325	11	336
05:00 PM	0	2	6	0	0	66	1	0	13	85	3	88
05:15 PM	0	2	13	0	0	46	1	0	6	65	3	68
05:30 PM	0	10	15	0	0	57	4	0	18	90	14	104
05:45 PM	0	1	11	0	0	37	1	0	13	61	2	63
Total	0	15	45	0	0	206	7	0	50	301	22	323
Grand Total	0	23	81	0	0	407	10	0	138	626	33	659
Apprch %	0	100		0	0		100	0				
Total %	0	69.7		0	0		30.3	0		95	5	

	Brookline Ave From East			Driveway From South			Brookline Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	2	2	0	0	0	3	0	3	5
05:00 PM	0	2	2	0	0	0	1	0	1	3
05:15 PM	0	2	2	0	0	0	1	0	1	3
05:30 PM	0	**10**	**10**	0	0	0	**4**	0	**4**	**14**
Total Volume	0	16	16	0	0	0	9	0	9	25
% App. Total	0	100		0	0		100	0		
PHF	.000	.400	.400	.000	.000	.000	.563	.000	.563	.446

Accurate Counts
978-664-2565

N/S Street : Riverway / Park Drive
E/W Street: Brookline Ave / Boylston St
City/State : Boston, MA
Weather : Clear

File Name : 11381002
Site Code : 11381002
Start Date : 1/10/2012
Page No : 1

Groups Printed- Cars - Trucks

	Riverway From North				Brookline Ave From East				Boylston St From Southeast				Park Dr From South				Brookline Ave From West				
Start Time	Left	BrLt	Thru	Right	HdLt	Left	Thru	Right	HdLt	BrLt	BrRt	HdRt	Left	Thru	Right	HdRt	Left	Thru	BrRt	Right	Int. Total
07:00 AM	0	0	0	0	1	0	43	26	0	180	109	0	17	100	17	13	0	70	178	0	754
07:15 AM	0	0	0	0	0	0	63	26	0	144	105	1	19	101	19	21	0	76	241	0	816
07:30 AM	0	0	0	0	0	0	56	31	0	145	100	4	30	105	29	24	0	78	261	0	863
07:45 AM	0	0	0	0	0	0	69	28	0	137	100	2	39	114	35	22	0	100	268	0	914
Total	0	0	0	0	1	0	231	111	0	606	414	7	105	420	100	80	0	324	948	0	3347
08:00 AM	0	0	0	0	0	0	61	35	0	144	90	2	27	106	32	20	0	87	277	0	881
08:15 AM	0	0	0	0	0	0	59	21	0	154	92	2	25	105	27	12	0	82	251	0	830
08:30 AM	0	0	0	0	0	0	51	34	0	142	107	3	21	98	38	18	0	83	269	0	864
08:45 AM	0	0	0	0	0	0	67	35	0	147	84	2	18	104	34	11	3	76	237	0	818
Total	0	0	0	0	0	0	238	125	0	587	373	9	91	413	131	61	3	328	1034	0	3393
Grand Total	0	0	0	0	1	0	469	236	0	1193	787	16	196	833	231	141	3	652	1982	0	6740
Apprch %	0	0	0	0	0.1	0	66.4	33.4	0	59.8	39.4	0.8	14	59.5	16.5	10.1	0.1	24.7	75.2	0	
Total %	0	0	0	0	0	0	7	3.5	0	17.7	11.7	0.2	2.9	12.4	3.4	2.1	0	9.7	29.4	0	
Cars	0	0	0	0	1	0	398	225	0	1179	781	14	192	797	220	133	2	612	1944	0	6498
% Cars	0	0	0	0	100	0	84.9	95.3	0	98.8	99.2	87.5	98	95.7	95.2	94.3	66.7	93.9	98.1	0	96.4
Trucks	0	0	0	0	0	0	71	11	0	14	6	2	4	36	11	8	1	40	38	0	242
% Trucks	0	0	0	0	0	0	15.1	4.7	0	1.2	0.8	12.5	2	4.3	4.8	5.7	33.3	6.1	1.9	0	3.6

	Riverway From North					Brookline Ave From East					Boylston St From Southeast					Park Dr From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45 AM																										
07:45 AM	0	0	0	0	0	0	0	**69**	28	**97**	0	137	100	2	239	**39**	**114**	35	**22**	**210**	0	**100**	268	0	**368**	**914**
08:00 AM	0	0	0	0	0	0	0	61	**35**	96	0	144	90	2	236	27	106	32	20	185	0	87	**277**	0	364	881
08:15 AM	0	0	0	0	0	0	0	59	21	80	0	**154**	92	2	248	25	105	27	12	169	0	82	251	0	333	830
08:30 AM	0	0	0	0	0	0	0	51	34	85	0	142	**107**	**3**	**252**	21	98	**38**	18	175	0	83	269	0	352	864
Total Volume	0	0	0	0	0	0	0	240	118	358	0	577	389	9	975	112	423	132	72	739	0	352	1065	0	1417	3489
% App. Total	0	0	0	0		0	0	67	33		0	59.2	39.9	0.9		15.2	57.2	17.9	9.7		0	24.8	75.2	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.870	.843	.923	.000	.937	.909	.750	.967	.718	.928	.868	.818	.880	.000	.880	.961	.000	.963	.954
Cars	0	0	0	0	0	0	0	206	110	316	0	569	386	7	962	109	404	126	68	707	0	333	1046	0	1379	3364
% Cars	0	0	0	0	0	0	0	85.8	93.2	88.3	0	98.6	99.2	77.8	98.7	97.3	95.5	95.5	94.4	95.7	0	94.6	98.2	0	97.3	96.4
Trucks	0	0	0	0	0	0	0	34	8	42	0	8	3	2	13	3	19	6	4	32	0	19	19	0	38	125
% Trucks	0	0	0	0	0	0	0	14.2	6.8	11.7	0	1.4	0.8	22.2	1.3	2.7	4.5	4.5	5.6	4.3	0	5.4	1.8	0	2.7	3.6

Accurate Counts
978-664-2565

N/S Street : Riverway / Park Drive
E/W Street: Brookline Ave / Boylston St
City/State : Boston, MA
Weather : Clear

File Name : 11381002
Site Code : 11381002
Start Date : 1/10/2012
Page No : 1

Groups Printed- Trucks

	Riverway From North				Brookline Ave From East				Boylston St From Southeast				Park Dr From South				Brookline Ave From West				
Start Time	Left	BrLt	Thru	Right	HdLt	Left	Thru	Right	HdLt	BrLt	BrRt	HdRt	Left	Thru	Right	HdRt	Left	Thru	BrRt	Right	Int. Total
07:00 AM	0	0	0	0	0	0	10	2	0	1	2	0	1	8	1	0	0	7	2	0	34
07:15 AM	0	0	0	0	0	0	6	0	0	2	0	0	0	1	0	2	0	7	5	0	23
07:30 AM	0	0	0	0	0	0	12	0	0	1	1	0	0	6	3	2	0	2	7	0	34
07:45 AM	0	0	0	0	0	0	10	1	0	2	2	1	1	6	0	1	0	5	3	0	32
Total	0	0	0	0	0	0	38	3	0	6	5	1	2	21	4	5	0	21	17	0	123
08:00 AM	0	0	0	0	0	0	9	5	0	2	0	0	0	4	2	2	0	5	6	0	35
08:15 AM	0	0	0	0	0	0	7	0	0	1	1	0	2	3	0	0	0	6	4	0	24
08:30 AM	0	0	0	0	0	0	8	2	0	3	0	1	0	6	4	1	0	3	6	0	34
08:45 AM	0	0	0	0	0	0	9	1	0	2	0	0	0	2	1	0	1	5	5	0	26
Total	0	0	0	0	0	0	33	8	0	8	1	1	2	15	7	3	1	19	21	0	119
Grand Total	0	0	0	0	0	0	71	11	0	14	6	2	4	36	11	8	1	40	38	0	242
Apprch %	0	0	0	0	0	0	86.6	13.4	0	63.6	27.3	9.1	6.8	61	18.6	13.6	1.3	50.6	48.1	0	
Total %	0	0	0	0	0	0	29.3	4.5	0	5.8	2.5	0.8	1.7	14.9	4.5	3.3	0.4	16.5	15.7	0	

	Riverway From North					Brookline Ave From East					Boylston St From Southeast					Park Dr From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	0	0	**12**	0	12	0	1	1	0	2	0	**6**	**3**	**2**	**11**	0	2	**7**	0	9	34
07:45 AM	0	0	0	0	0	0	0	10	1	11	0	**2**	**2**	**1**	**5**	1	6	0	1	8	0	5	3	0	8	32
08:00 AM	0	0	0	0	0	0	0	9	**5**	**14**	0	2	0	0	2	0	4	2	2	8	0	5	6	0	**11**	**35**
08:15 AM	0	0	0	0	0	0	0	7	0	7	0	1	1	0	2	**2**	3	0	0	5	0	**6**	4	0	10	24
Total Volume	0	0	0	0	0	0	0	38	6	44	0	6	4	1	11	3	19	5	5	32	0	18	20	0	38	125
% App. Total	0	0	0	0		0	0	86.4	13.6		0	54.5	36.4	9.1		9.4	59.4	15.6	15.6		0	47.4	52.6	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.792	.300	.786	.000	.750	.500	.250	.550	.375	.792	.417	.625	.727	.000	.750	.714	.000	.864	.893

Accurate Counts
978-664-2565

N/S Street : Riverway / Park Drive
E/W Street: Brookline Ave / Boylston St
City/State : Boston, MA
Weather : Clear

File Name : 11381002
Site Code : 11381002
Start Date : 1/10/2012
Page No : 1

Groups Printed- Bikes Peds

	Riverway From North					Brookline Ave From East					Boylston St From Southeast					Park Dr From South					Brookline Ave From West							
Start Time	Left	BrLt	Thru	Right	Peds	HdLt	Left	Thru	Right	Peds	HdLt	BrLt	BrRt	HdRt	Peds	Left	Thru	Right	HdRt	Peds	Left	Thru	BrRt	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	23	0	0	2	0	16	0	1	0	0	21	0	0	0	0	10	0	1	1	0	0	70	5	75
07:15 AM	0	0	0	0	31	0	0	3	0	32	0	0	0	0	43	0	0	0	0	16	0	1	0	0	0	122	4	126
07:30 AM	0	0	0	0	22	0	1	1	0	46	0	0	0	0	43	0	0	0	0	21	0	2	0	0	0	132	4	136
07:45 AM	0	0	0	0	19	0	0	3	0	36	0	0	0	0	56	0	0	0	0	31	0	1	1	0	0	142	5	147
Total	0	0	0	0	95	0	1	9	0	130	0	1	0	0	163	0	0	0	0	78	0	5	2	0	0	466	18	484
08:00 AM	0	0	0	0	20	0	0	2	0	36	0	0	0	0	29	0	0	0	0	38	0	1	0	0	0	123	3	126
08:15 AM	0	0	0	0	22	0	2	2	0	42	0	1	0	0	34	0	0	0	0	33	0	2	3	0	0	131	10	141
08:30 AM	0	0	0	0	34	0	0	1	0	43	0	0	0	0	35	0	0	0	0	16	0	1	1	0	0	128	3	131
08:45 AM	0	0	0	0	9	0	0	1	1	43	0	0	2	0	24	0	0	0	0	32	0	0	1	0	0	108	5	113
Total	0	0	0	0	85	0	2	6	1	164	0	1	2	0	122	0	0	0	0	119	0	4	5	0	0	490	21	511
Grand Total	0	0	0	0	180	0	3	15	1	294	0	2	2	0	285	0	0	0	0	197	0	9	7	0	0	956	39	995
Apprch %	0	0	0	0		0	15.8	78.9	5.3		0	50	50	0		0	0	0	0		0	56.2	43.8	0				
Total %	0	0	0	0		0	7.7	38.5	2.6		0	5.1	5.1	0		0	0	0	0		0	23.1	17.9	0		96.1	3.9	

	Riverway From North					Brookline Ave From East					Boylston St From Southeast					Park Dr From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	4
07:45 AM	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
08:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	**2**	2	0	**4**	0	**1**	0	0	**1**	0	0	0	0	0	0	2	**3**	0	**5**	**10**
Total Volume	0	0	0	0	0	0	3	8	0	11	0	1	0	0	1	0	0	0	0	0	0	6	4	0	10	22
% App. Total	0	0	0	0		0	27.3	72.7	0		0	100	0	0		0	0	0	0		0	60	40	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.667	.000	.688	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.750	.333	.000	.500	.550

Accurate Counts
978-664-2565

N/S Street : Riverway / Park Drive
E/W Street: Brookline Ave / Boylston St
City/State : Boston, MA
Weather : Clear

File Name : 11381002
Site Code : 11381002
Start Date : 1/10/2012
Page No : 1

Groups Printed- Cars - Trucks

	Riverway From North				Brookline Ave From East				Boylston St From Southeast				Park Dr From South				Brookline Ave From West				
Start Time	Left	BrLt	Thru	Right	HdLt	Left	Thru	Right	HdLt	BrLt	BrRt	HdRt	Left	Thru	Right	HdRt	Left	Thru	BrRt	Right	Int. Total
04:00 PM	0	0	0	0	0	0	52	51	0	92	116	3	14	117	20	24	0	77	204	0	770
04:15 PM	0	0	0	0	0	0	65	54	0	78	109	7	17	142	27	21	2	109	219	0	850
04:30 PM	0	0	0	0	0	0	83	74	0	110	110	4	3	146	15	16	0	91	181	0	833
04:45 PM	0	0	0	0	0	0	72	68	0	129	123	5	26	130	24	20	2	81	218	0	898
Total	0	0	0	0	0	0	272	247	0	409	458	19	60	535	86	81	4	358	822	0	3351
05:00 PM	0	0	0	0	1	0	57	71	0	107	125	8	23	130	14	27	0	65	220	0	848
05:15 PM	0	0	0	0	0	0	68	75	0	103	110	5	30	150	28	28	0	76	242	0	915
05:30 PM	0	0	0	0	0	0	70	77	0	126	105	5	22	159	18	19	1	89	210	0	901
05:45 PM	0	0	0	0	0	0	59	74	0	114	131	7	23	176	18	18	0	60	224	0	904
Total	0	0	0	0	1	0	254	297	0	450	471	25	98	615	78	92	1	290	896	0	3568
Grand Total	0	0	0	0	1	0	526	544	0	859	929	44	158	1150	164	173	5	648	1718	0	6919
Apprch %	0	0	0	0	0.1	0	49.1	50.8	0	46.9	50.7	2.4	9.6	69.9	10	10.5	0.2	27.3	72.5	0	
Total %	0	0	0	0	0	0	7.6	7.9	0	12.4	13.4	0.6	2.3	16.6	2.4	2.5	0.1	9.4	24.8	0	
Cars	0	0	0	0	1	0	497	535	0	840	926	43	156	1132	158	166	5	617	1704	0	6780
% Cars	0	0	0	0	100	0	94.5	98.3	0	97.8	99.7	97.7	98.7	98.4	96.3	96	100	95.2	99.2	0	98
Trucks	0	0	0	0	0	0	29	9	0	19	3	1	2	18	6	7	0	31	14	0	139
% Trucks	0	0	0	0	0	0	5.5	1.7	0	2.2	0.3	2.3	1.3	1.6	3.7	4	0	4.8	0.8	0	2

	Riverway From North					Brookline Ave From East					Boylston St From Southeast					Park Dr From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	0	0	0	**1**	0	57	71	129	0	107	125	**8**	240	23	130	14	27	194	0	65	220	0	285	848
05:15 PM	0	0	0	0	0	0	0	68	75	143	0	103	110	5	218	**30**	150	**28**	**28**	**236**	0	76	**242**	0	**318**	**915**
05:30 PM	0	0	0	0	0	0	0	**70**	**77**	**147**	0	**126**	105	5	236	22	159	18	19	218	**1**	**89**	210	0	300	901
05:45 PM	0	0	0	0	0	0	0	59	74	133	0	114	**131**	7	**252**	23	**176**	18	18	235	0	60	224	0	284	904
Total Volume	0	0	0	0	0	1	0	254	297	552	0	450	471	25	946	98	615	78	92	883	1	290	896	0	1187	3568
% App. Total	0	0	0	0		0.2	0	46	53.8		0	47.6	49.8	2.6		11.1	69.6	8.8	10.4		0.1	24.4	75.5	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.907	.964	.939	.000	.893	.899	.781	.938	.817	.874	.696	.821	.935	.250	.815	.926	.000	.933	.975
Cars	0	0	0	0	0	1	0	240	293	534	0	441	471	24	936	97	606	76	88	867	1	277	889	0	1167	3504
% Cars	0	0	0	0	0	100	0	94.5	98.7	96.7	0	98.0	100	96.0	98.9	99.0	98.5	97.4	95.7	98.2	100	95.5	99.2	0	98.3	98.2
Trucks	0	0	0	0	0	0	0	14	4	18	0	9	0	1	10	1	9	2	4	16	0	13	7	0	20	64
% Trucks	0	0	0	0	0	0	0	5.5	1.3	3.3	0	2.0	0	4.0	1.1	1.0	1.5	2.6	4.3	1.8	0	4.5	0.8	0	1.7	1.8

Accurate Counts
978-664-2565

N/S Street : Riverway / Park Drive
E/W Street: Brookline Ave / Boylston St
City/State : Boston, MA
Weather : Clear

File Name : 11381002
Site Code : 11381002
Start Date : 1/10/2012
Page No : 1

Groups Printed- Trucks

	Riverway From North				Brookline Ave From East				Boylston St From Southeast				Park Dr From South				Brookline Ave From West				
Start Time	Left	BrLt	Thru	Right	HdLt	Left	Thru	Right	HdLt	BrLt	BrRt	HdRt	Left	Thru	Right	HdRt	Left	Thru	BrRt	Right	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	3	1	0	0	1	1	3	0	6	0	0	17
04:15 PM	0	0	0	0	0	0	5	1	0	2	0	0	0	3	1	0	0	5	3	0	20
04:30 PM	0	0	0	0	0	0	3	3	0	3	1	0	0	3	0	0	0	4	0	0	17
04:45 PM	0	0	0	0	0	0	5	1	0	2	1	0	1	2	2	0	0	3	4	0	21
Total	0	0	0	0	0	0	15	5	0	10	3	0	1	9	4	3	0	18	7	0	75
05:00 PM	0	0	0	0	0	0	5	2	0	2	0	0	0	2	2	1	0	3	2	0	19
05:15 PM	0	0	0	0	0	0	3	0	0	2	0	1	0	2	0	2	0	0	3	0	13
05:30 PM	0	0	0	0	0	0	4	2	0	0	0	0	1	1	0	1	0	6	1	0	16
05:45 PM	0	0	0	0	0	0	2	0	0	5	0	0	0	4	0	0	0	4	1	0	16
Total	0	0	0	0	0	0	14	4	0	9	0	1	1	9	2	4	0	13	7	0	64
Grand Total	0	0	0	0	0	0	29	9	0	19	3	1	2	18	6	7	0	31	14	0	139
Apprch %	0	0	0	0	0	0	76.3	23.7	0	82.6	13	4.3	6.1	54.5	18.2	21.2	0	68.9	31.1	0	
Total %	0	0	0	0	0	0	20.9	6.5	0	13.7	2.2	0.7	1.4	12.9	4.3	5	0	22.3	10.1	0	

	Riverway From North					Brookline Ave From East					Boylston St From Southeast					Park Dr From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	0	**5**	1	6	0	2	0	0	2	0	**3**	1	0	4	0	**5**	3	0	**8**	20
04:30 PM	0	0	0	0	0	0	0	3	**3**	6	0	**3**	**1**	0	**4**	0	3	0	0	3	0	4	0	0	4	17
04:45 PM	0	0	0	0	0	0	0	5	1	6	0	2	1	0	3	**1**	2	**2**	0	**5**	0	3	**4**	0	7	**21**
05:00 PM	0	0	0	0	0	0	0	5	2	**7**	0	2	0	0	2	0	2	2	**1**	5	0	3	2	0	5	19
Total Volume	0	0	0	0	0	0	0	18	7	25	0	9	2	0	11	1	10	5	1	17	0	15	9	0	24	77
% App. Total	0	0	0	0		0	0	72	28		0	81.8	18.2	0		5.9	58.8	29.4	5.9		0	62.5	37.5	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.900	.583	.893	.000	.750	.500	.000	.688	.250	.833	.625	.250	.850	.000	.750	.563	.000	.750	.917

Accurate Counts
978-664-2565

N/S Street : Riverway / Park Drive
E/W Street: Brookline Ave / Boylston St
City/State : Boston, MA
Weather : Clear

File Name : 11381002
Site Code : 11381002
Start Date : 1/10/2012
Page No : 1

Groups Printed- Bikes Peds

	Riverway From North					Brookline Ave From East					Boylston St From Southeast					Park Dr From South					Brookline Ave From West							
Start Time	Left	BrLt	Thru	Right	Peds	HdLt	Left	Thru	Right	Peds	HdLt	BrLt	BrRt	HdRt	Peds	Left	Thru	Right	HdRt	Peds	Left	Thru	BrRt	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	37	0	0	1	0	42	0	0	1	0	49	0	0	0	0	43	0	0	0	0	0	171	2	173
04:15 PM	0	0	0	0	42	0	0	0	0	53	0	0	0	0	46	0	0	0	0	48	0	2	0	0	0	189	2	191
04:30 PM	0	0	0	0	40	0	0	1	0	65	0	1	0	0	55	0	0	0	0	44	0	0	0	0	0	204	2	206
04:45 PM	0	0	0	0	33	0	0	0	0	58	0	0	0	0	63	0	0	0	0	60	0	3	0	0	0	214	3	217
Total	0	0	0	0	152	0	0	2	0	218	0	1	1	0	213	0	0	0	0	195	0	5	0	0	0	778	9	787
05:00 PM	0	0	0	0	43	0	0	2	0	56	0	0	0	0	62	0	0	0	0	59	0	1	2	0	0	220	5	225
05:15 PM	0	0	0	0	31	0	0	3	0	40	0	1	0	0	44	0	0	0	0	47	0	0	3	0	0	162	7	169
05:30 PM	0	0	0	0	34	0	0	1	2	60	0	0	0	0	45	0	0	0	0	59	0	2	2	0	0	198	7	205
05:45 PM	0	0	0	0	26	0	0	1	1	54	0	0	0	0	35	0	0	0	0	42	0	5	0	0	0	157	7	164
Total	0	0	0	0	134	0	0	7	3	210	0	1	0	0	186	0	0	0	0	207	0	8	7	0	0	737	26	763
Grand Total	0	0	0	0	286	0	0	9	3	428	0	2	1	0	399	0	0	0	0	402	0	13	7	0	0	1515	35	1550
Apprch %	0	0	0	0		0	0	75	25		0	66.7	33.3	0		0	0	0	0		0	65	35	0				
Total %	0	0	0	0		0	0	25.7	8.6		0	5.7	2.9	0		0	0	0	0		0	37.1	20	0		97.7	2.3	

	Riverway From North					Brookline Ave From East					Boylston St From Southeast					Park Dr From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	5
05:15 PM	0	0	0	0	0	0	0	**3**	0	**3**	0	**1**	0	0	**1**	0	0	0	0	0	0	0	**3**	0	3	**7**
05:30 PM	0	0	0	0	0	0	0	1	**2**	3	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	7
05:45 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	**5**	0	0	**5**	7
Total Volume	0	0	0	0	0	0	0	7	3	10	0	1	0	0	1	0	0	0	0	0	0	8	7	0	15	26
% App. Total	0	0	0	0		0	0	70	30		0	100	0	0		0	0	0	0		0	53.3	46.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.583	.375	.833	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.400	.583	.000	.750	.929

Accurate Counts
978-664-2565

N/S Street : Riverway / Fenway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381003
Site Code : 11381003
Start Date : 1/10/2012
Page No : 1

Groups Printed- Cars - Trucks

	Riverway From North				Brookline Ave From East				To Park Dr From Southeast				Fenway From South				Brookline Ave From West				
Start Time	Left	BrLt	Thru	Right	HdLt	Left	Thru	Right	HdLt	BrLt	BrRt	HdRt	Left	Thru	Right	HdRt	Left	Thru	BrRt	Right	Int. Total
07:00 AM	133	19	113	39	0	0	243	0	0	0	0	0	0	0	0	0	0	110	14	9	680
07:15 AM	157	12	166	46	0	0	222	0	0	0	0	0	0	0	0	0	0	157	6	17	783
07:30 AM	178	13	210	51	0	0	234	0	0	0	0	0	0	0	0	0	0	163	11	13	873
07:45 AM	188	22	127	67	0	0	227	0	0	0	0	0	0	0	0	0	0	192	13	11	847
Total	656	66	616	203	0	0	926	0	0	0	0	0	0	0	0	0	0	622	44	50	3183
08:00 AM	198	18	114	51	0	1	251	0	0	0	0	0	0	0	0	0	0	162	12	14	821
08:15 AM	183	11	166	44	0	0	239	0	0	0	0	0	0	0	0	0	0	147	11	11	812
08:30 AM	201	15	166	37	0	0	211	0	0	0	0	0	0	0	0	0	0	147	15	12	804
08:45 AM	175	15	183	35	0	0	204	0	0	0	0	0	0	0	0	0	0	137	12	8	769
Total	757	59	629	167	0	1	905	0	0	0	0	0	0	0	0	0	0	593	50	45	3206
Grand Total	1413	125	1245	370	0	1	1831	0	0	0	0	0	0	0	0	0	0	1215	94	95	6389
Apprch %	44.8	4	39.5	11.7	0	0.1	99.9	0	0	0	0	0	0	0	0	0	0	86.5	6.7	6.8	
Total %	22.1	2	19.5	5.8	0	0	28.7	0	0	0	0	0	0	0	0	0	0	19	1.5	1.5	
Cars	1399	125	1220	351	0	1	1743	0	0	0	0	0	0	0	0	0	0	1150	67	80	6136
% Cars	99	100	98	94.9	0	100	95.2	0	0	0	0	0	0	0	0	0	0	94.7	71.3	84.2	96
Trucks	14	0	25	19	0	0	88	0	0	0	0	0	0	0	0	0	0	65	27	15	253
% Trucks	1	0	2	5.1	0	0	4.8	0	0	0	0	0	0	0	0	0	0	5.3	28.7	15.8	4

	Riverway From North					Brookline Ave From East					To Park Dr From Southeast					Fenway From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	178	13	**210**	51	**452**	0	0	234	0	234	0	0	0	0	0	0	0	0	0	0	0	163	11	13	187	**873**
07:45 AM	188	**22**	127	**67**	404	0	0	227	0	227	0	0	0	0	0	0	0	0	0	0	0	**192**	**13**	11	**216**	847
08:00 AM	**198**	18	114	51	381	0	**1**	**251**	0	**252**	0	0	0	0	0	0	0	0	0	0	0	162	12	**14**	188	821
08:15 AM	183	11	166	44	404	0	0	239	0	239	0	0	0	0	0	0	0	0	0	0	0	147	11	11	169	812
Total Volume	747	64	617	213	1641	0	1	951	0	952	0	0	0	0	0	0	0	0	0	0	0	664	47	49	760	3353
% App. Total	45.5	3.9	37.6	13		0	0.1	99.9	0		0	0	0	0		0	0	0	0		0	87.4	6.2	6.4		
PHF	.943	.727	.735	.795	.908	.000	.250	.947	.000	.944	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.865	.904	.875	.880	.960
Cars	741	64	605	204	1614	0	1	904	0	905	0	0	0	0	0	0	0	0	0	0	0	631	33	42	706	3225
% Cars	99.2	100	98.1	95.8	98.4	0	100	95.1	0	95.1	0	0	0	0	0	0	0	0	0	0	0	95.0	70.2	85.7	92.9	96.2
Trucks	6	0	12	9	27	0	0	47	0	47	0	0	0	0	0	0	0	0	0	0	0	33	14	7	54	128
% Trucks	0.8	0	1.9	4.2	1.6	0	0	4.9	0	4.9	0	0	0	0	0	0	0	0	0	0	0	5.0	29.8	14.3	7.1	3.8

Accurate Counts
978-664-2565

N/S Street : Riverway / Fenway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381003
Site Code : 11381003
Start Date : 1/10/2012
Page No : 1

Groups Printed- Trucks

	Riverway From North				Brookline Ave From East				To Park Dr From Southeast				Fenway From South				Brookline Ave From West				
Start Time	Left	BrLt	Thru	Right	HdLt	Left	Thru	Right	HdLt	BrLt	BrRt	HdRt	Left	Thru	Right	HdRt	Left	Thru	BrRt	Right	Int. Total
07:00 AM	1	0	2	2	0	0	12	0	0	0	0	0	0	0	0	0	0	8	4	2	31
07:15 AM	4	0	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	7	2	1	25
07:30 AM	2	0	2	2	0	0	13	0	0	0	0	0	0	0	0	0	0	8	3	1	31
07:45 AM	1	0	4	1	0	0	13	0	0	0	0	0	0	0	0	0	0	7	5	3	34
Total	8	0	9	7	0	0	46	0	0	0	0	0	0	0	0	0	0	30	14	7	121
08:00 AM	3	0	2	3	0	0	11	0	0	0	0	0	0	0	0	0	0	8	4	2	33
08:15 AM	0	0	4	3	0	0	10	0	0	0	0	0	0	0	0	0	0	10	2	1	30
08:30 AM	2	0	5	2	0	0	11	0	0	0	0	0	0	0	0	0	0	6	4	3	33
08:45 AM	1	0	5	4	0	0	10	0	0	0	0	0	0	0	0	0	0	11	3	2	36
Total	6	0	16	12	0	0	42	0	0	0	0	0	0	0	0	0	0	35	13	8	132
Grand Total	14	0	25	19	0	0	88	0	0	0	0	0	0	0	0	0	0	65	27	15	253
Apprch %	24.1	0	43.1	32.8	0	0	100	0	0	0	0	0	0	0	0	0	0	60.7	25.2	14	
Total %	5.5	0	9.9	7.5	0	0	34.8	0	0	0	0	0	0	0	0	0	0	25.7	10.7	5.9	

	Riverway From North					Brookline Ave From East					To Park Dr From Southeast					Fenway From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	**3**	0	2	3	8	0	0	**11**	0	**11**	0	0	0	0	0	0	0	0	0	0	0	8	**4**	2	14	33
08:15 AM	0	0	4	3	7	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	10	2	1	13	30
08:30 AM	2	0	**5**	2	9	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	6	4	**3**	13	33
08:45 AM	1	0	5	**4**	**10**	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	**11**	3	2	**16**	**36**
Total Volume	6	0	16	12	34	0	0	42	0	42	0	0	0	0	0	0	0	0	0	0	0	35	13	8	56	132
% App. Total	17.6	0	47.1	35.3		0	0	100	0		0	0	0	0		0	0	0	0		0	62.5	23.2	14.3		
PHF	.500	.000	.800	.750	.850	.000	.000	.955	.000	.955	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.795	.813	.667	.875	.917

Accurate Counts
978-664-2565

N/S Street : Riverway / Fenway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381003
Site Code : 11381003
Start Date : 1/10/2012
Page No : 1

Groups Printed- Bikes Peds

	Riverway From North					Brookline Ave From East					To Park Dr From Southeast					Fenway From South					Brookline Ave From West							
Start Time	Left	BrLt	Thru	Right	Peds	HdLt	Left	Thru	Right	Peds	HdLt	BrLt	BrRt	HdRt	Peds	Left	Thru	Right	HdRt	Peds	Left	Thru	BrRt	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	31	0	0	4	0	0	0	0	0	0	16	0	0	0	0	18	0	1	0	0	4	69	5	74
07:15 AM	0	0	2	0	31	0	0	1	0	0	0	0	0	0	17	0	0	0	0	18	0	0	0	0	13	79	3	82
07:30 AM	0	0	6	0	20	0	0	3	0	0	0	0	0	0	19	0	0	0	0	17	0	2	0	0	9	65	11	76
07:45 AM	0	0	5	1	38	0	0	1	0	0	0	0	0	0	31	0	0	0	0	24	0	1	0	0	30	123	8	131
Total	0	0	13	1	120	0	0	9	0	0	0	0	0	0	83	0	0	0	0	77	0	4	0	0	56	336	27	363
08:00 AM	0	0	2	1	21	0	0	1	0	0	0	0	0	0	38	0	0	0	0	37	0	3	0	0	21	117	7	124
08:15 AM	0	0	3	0	34	0	0	4	0	0	0	0	0	0	16	0	0	0	0	13	0	4	0	0	25	88	11	99
08:30 AM	1	0	3	1	24	0	0	1	0	0	0	0	0	0	21	0	0	0	0	22	0	0	0	0	33	100	6	106
08:45 AM	0	0	8	0	29	0	0	1	0	0	0	0	0	0	30	0	0	0	0	26	0	2	0	0	31	116	11	127
Total	1	0	16	2	108	0	0	7	0	0	0	0	0	0	105	0	0	0	0	98	0	9	0	0	110	421	35	456
Grand Total	1	0	29	3	228	0	0	16	0	0	0	0	0	0	188	0	0	0	0	175	0	13	0	0	166	757	62	819
Apprch %	3	0	87.9	9.1		0	0	100	0		0	0	0	0		0	0	0	0		0	100	0	0				
Total %	1.6	0	46.8	4.8		0	0	25.8	0		0	0	0	0		0	0	0	0		0	21	0	0		92.4	7.6	

	Riverway From North					Brookline Ave From East					To Park Dr From Southeast					Fenway From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	**6**	0	**6**	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	**11**
07:45 AM	0	0	5	**1**	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
08:00 AM	0	0	2	1	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
08:15 AM	0	0	3	0	3	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	**4**	0	0	**4**	11
Total Volume	0	0	16	2	18	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	37
% App. Total	0	0	88.9	11.1		0	0	100	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.667	.500	.750	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.841

Accurate Counts
978-664-2565

N/S Street : Riverway / Fenway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381003
Site Code : 11381003
Start Date : 1/10/2012
Page No : 1

Groups Printed- Cars - Trucks

	Riverway From North				Brookline Ave From East				To Park Dr From Southeast				Fenway From South				Brookline Ave From West				
Start Time	Left	BrLt	Thru	Right	HdLt	Left	Thru	Right	HdLt	BrLt	BrRt	HdRt	Left	Thru	Right	HdRt	Left	Thru	BrRt	Right	Int. Total
04:00 PM	139	20	96	37	0	0	161	0	0	0	0	0	0	0	0	0	0	142	9	11	615
04:15 PM	131	31	123	27	0	1	160	0	0	0	0	0	0	0	0	0	0	202	10	7	692
04:30 PM	95	26	135	25	0	0	187	0	0	0	0	0	0	0	0	0	0	184	10	23	685
04:45 PM	111	26	101	31	0	0	223	0	0	0	0	0	0	0	0	0	0	185	18	12	707
Total	476	103	455	120	0	1	731	0	0	0	0	0	0	0	0	0	0	713	47	53	2699
05:00 PM	145	18	102	35	0	0	187	0	0	0	0	0	0	0	0	0	0	144	9	9	649
05:15 PM	132	28	127	31	0	0	202	0	0	0	0	0	0	0	0	0	0	171	10	8	709
05:30 PM	140	33	132	22	0	1	220	0	0	0	0	0	0	0	0	0	0	167	19	11	745
05:45 PM	134	38	87	29	0	1	200	0	0	0	0	0	0	9	0	0	0	160	15	15	688
Total	551	117	448	117	0	2	809	0	0	0	0	0	0	9	0	0	0	642	53	43	2791
Grand Total	1027	220	903	237	0	3	1540	0	0	0	0	0	0	9	0	0	0	1355	100	96	5490
Apprch %	43	9.2	37.8	9.9	0	0.2	99.8	0	0	0	0	0	0	100	0	0	0	87.4	6.4	6.2	
Total %	18.7	4	16.4	4.3	0	0.1	28.1	0	0	0	0	0	0	0.2	0	0	0	24.7	1.8	1.7	
Cars	1024	220	884	226	0	3	1492	0	0	0	0	0	0	9	0	0	0	1315	89	90	5352
% Cars	99.7	100	97.9	95.4	0	100	96.9	0	0	0	0	0	0	100	0	0	0	97	89	93.8	97.5
Trucks	3	0	19	11	0	0	48	0	0	0	0	0	0	0	0	0	0	40	11	6	138
% Trucks	0.3	0	2.1	4.6	0	0	3.1	0	0	0	0	0	0	0	0	0	0	3	11	6.2	2.5

	Riverway From North					Brookline Ave From East					To Park Dr From Southeast					Fenway From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	111	26	101	31	269	0	0	**223**	0	**223**	0	0	0	0	0	0	0	0	0	0	0	**185**	18	**12**	**215**	707
05:00 PM	**145**	18	102	**35**	300	0	0	187	0	187	0	0	0	0	0	0	0	0	0	0	0	144	9	9	162	649
05:15 PM	132	28	127	31	318	0	0	202	0	202	0	0	0	0	0	0	0	0	0	0	0	171	10	8	189	709
05:30 PM	140	**33**	**132**	22	**327**	0	**1**	220	0	221	0	0	0	0	0	0	0	0	0	0	0	167	**19**	11	197	**745**
Total Volume	528	105	462	119	1214	0	1	832	0	833	0	0	0	0	0	0	0	0	0	0	0	667	56	40	763	2810
% App. Total	43.5	8.6	38.1	9.8		0	0.1	99.9	0		0	0	0	0		0	0	0	0		0	87.4	7.3	5.2		
PHF	.910	.795	.875	.850	.928	.000	.250	.933	.000	.934	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.901	.737	.833	.887	.943
Cars	527	105	454	114	1200	0	1	808	0	809	0	0	0	0	0	0	0	0	0	0	0	647	50	37	734	2743
% Cars	99.8	100	98.3	95.8	98.8	0	100	97.1	0	97.1	0	0	0	0	0	0	0	0	0	0	0	97.0	89.3	92.5	96.2	97.6
Trucks	1	0	8	5	14	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	0	20	6	3	29	67
% Trucks	0.2	0	1.7	4.2	1.2	0	0	2.9	0	2.9	0	0	0	0	0	0	0	0	0	0	0	3.0	10.7	7.5	3.8	2.4

Accurate Counts
978-664-2565

N/S Street : Riverway / Fenway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381003
Site Code : 11381003
Start Date : 1/10/2012
Page No : 1

Groups Printed- Trucks

	Riverway From North				Brookline Ave From East				To Park Dr From Southeast				Fenway From South				Brookline Ave From West				
Start Time	Left	BrLt	Thru	Right	HdLt	Left	Thru	Right	HdLt	BrLt	BrRt	HdRt	Left	Thru	Right	HdRt	Left	Thru	BrRt	Right	Int. Total
04:00 PM	0	0	5	2	0	0	5	0	0	0	0	0	0	0	0	0	0	6	1	1	20
04:15 PM	1	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7	0	0	17
04:30 PM	1	0	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	3	2	2	17
04:45 PM	0	0	2	2	0	0	8	0	0	0	0	0	0	0	0	0	0	7	1	0	20
Total	2	0	12	5	0	0	25	0	0	0	0	0	0	0	0	0	0	23	4	3	74
05:00 PM	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	5	2	1	16
05:15 PM	0	0	3	2	0	0	4	0	0	0	0	0	0	0	0	0	0	3	1	1	14
05:30 PM	1	0	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	5	2	1	17
05:45 PM	0	0	1	3	0	0	7	0	0	0	0	0	0	0	0	0	0	4	2	0	17
Total	1	0	7	6	0	0	23	0	0	0	0	0	0	0	0	0	0	17	7	3	64
Grand Total	3	0	19	11	0	0	48	0	0	0	0	0	0	0	0	0	0	40	11	6	138
Apprch %	9.1	0	57.6	33.3	0	0	100	0	0	0	0	0	0	0	0	0	0	70.2	19.3	10.5	
Total %	2.2	0	13.8	8	0	0	34.8	0	0	0	0	0	0	0	0	0	0	29	8	4.3	

	Riverway From North					Brookline Ave From East					To Park Dr From Southeast					Fenway From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:00 PM																										
04:00 PM	0	0	**5**	**2**	**7**	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	6	1	1	**8**	**20**
04:15 PM	**1**	0	3	0	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	**7**	0	0	7	17
04:30 PM	1	0	2	1	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	3	**2**	**2**	7	17
04:45 PM	0	0	2	2	4	0	0	**8**	0	**8**	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	20
Total Volume	2	0	12	5	19	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	0	23	4	3	30	74
% App. Total	10.5	0	63.2	26.3		0	0	100	0		0	0	0	0		0	0	0	0		0	76.7	13.3	10		
PHF	.500	.000	.600	.625	.679	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.821	.500	.375	.938	.925

Accurate Counts
978-664-2565

N/S Street : Riverway / Fenway
E/W Street: Brookline Avenue
City/State : Boston, MA
Weather : Clear

File Name : 11381003
Site Code : 11381003
Start Date : 1/10/2012
Page No : 1

Groups Printed- Bikes Peds

	Riverway From North					Brookline Ave From East					To Park Dr From Southeast					Fenway From South					Brookline Ave From West							
Start Time	Left	BrLt	Thru	Right	Peds	HdLt	Left	Thru	Right	Peds	HdLt	BrLt	BrRt	HdRt	Peds	Left	Thru	Right	HdRt	Peds	Left	Thru	BrRt	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	20	0	0	1	0	0	0	0	0	0	42	0	0	0	0	28	0	0	0	0	27	117	1	118
04:15 PM	0	0	1	0	44	0	0	1	0	0	0	0	0	0	29	0	0	0	0	27	0	0	0	0	40	140	2	142
04:30 PM	0	0	1	0	17	0	0	2	0	0	0	0	0	0	9	0	0	0	0	9	0	1	0	0	34	69	4	73
04:45 PM	0	0	1	0	16	0	1	2	0	0	0	0	0	0	36	0	0	0	0	32	0	3	0	0	36	120	7	127
Total	0	0	3	0	97	0	1	6	0	0	0	0	0	0	116	0	0	0	0	96	0	4	0	0	137	446	14	460
05:00 PM	0	0	0	1	45	0	0	3	0	0	0	0	0	0	26	0	0	0	0	26	0	3	0	0	54	151	7	158
05:15 PM	0	0	0	1	42	0	0	3	0	0	0	0	0	0	36	0	0	0	0	39	0	3	0	0	41	158	7	165
05:30 PM	0	0	2	0	22	0	0	2	0	0	0	0	0	0	15	0	0	0	0	20	0	3	0	0	54	111	7	118
05:45 PM	0	0	2	0	16	0	0	1	0	0	0	0	0	0	30	0	0	0	0	33	0	6	0	0	41	120	9	129
Total	0	0	4	2	125	0	0	9	0	0	0	0	0	0	107	0	0	0	0	118	0	15	0	0	190	540	30	570
Grand Total	0	0	7	2	222	0	1	15	0	0	0	0	0	0	223	0	0	0	0	214	0	19	0	0	327	986	44	1030
Apprch %	0	0	77.8	22.2		0	6.2	93.8	0		0	0	0	0		0	0	0	0		0	100	0	0				
Total %	0	0	15.9	4.5		0	2.3	34.1	0		0	0	0	0		0	0	0	0		0	43.2	0	0		95.7	4.3	

	Riverway From North					Brookline Ave From East					To Park Dr From Southeast					Fenway From South					Brookline Ave From West					
Start Time	Left	BrLt	Thru	Right	App. Total	HdLt	Left	Thru	Right	App. Total	HdLt	BrLt	BrRt	HdRt	App. Total	Left	Thru	Right	HdRt	App. Total	Left	Thru	BrRt	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	0	**1**	1	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
05:15 PM	0	0	0	1	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
05:30 PM	0	0	**2**	0	**2**	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
05:45 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**6**	0	0	**6**	**9**
Total Volume	0	0	4	2	6	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	30
% App. Total	0	0	66.7	33.3		0	0	100	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.500	.500	.750	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.833

Accurate Counts
978-664-2565

N/S Street : Brookline Avenue
E/W Street: Kilmarnock St / Fullerton S
City/State : Boston, MA
Weather : Clear

File Name : 03990005
Site Code : 03990005
Start Date : 10/7/2010
Page No : 1

Groups Printed- Cars - Trucks

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	7	98	34	23	7	13	6	13	28	62	14	8	2	4	14	36	80	289	369
07:15	6	80	25	16	7	13	9	17	30	70	12	10	1	6	11	24	67	270	337
07:30	8	79	26	20	11	11	5	10	32	68	12	18	4	9	7	41	89	272	361
07:45	11	95	25	21	11	19	4	29	36	77	9	18	1	6	11	27	95	305	400
Total	32	352	110	80	36	56	24	69	126	277	47	54	8	25	43	128	331	1136	1467
08:00	11	86	27	45	15	19	2	34	39	91	14	35	11	15	17	63	177	347	524
08:15	12	67	25	29	13	21	2	37	40	101	14	25	11	9	13	51	142	328	470
08:30	9	71	24	30	11	19	3	35	35	85	9	18	9	12	15	47	130	302	432
08:45	9	79	20	25	7	12	8	30	43	82	9	21	8	8	21	73	149	306	455
Total	41	303	96	129	46	71	15	136	157	359	46	99	39	44	66	234	598	1283	1881
Grand Total	73	655	206	209	82	127	39	205	283	636	93	153	47	69	109	362	929	2419	3348
Apprch %	7.8	70.1	22.1		33.1	51.2	15.7		28	62.8	9.2		20.9	30.7	48.4				
Total %	3	27.1	8.5		3.4	5.3	1.6		11.7	26.3	3.8		1.9	2.9	4.5		27.7	72.3	
Cars	66	569	202		73	124	39		278	553	90		47	63	109		0	0	3142
% Cars	90.4	86.9	98.1	100	89	97.6	100	100	98.2	86.9	96.8	100	100	91.3	100	100	0	0	93.8
Trucks	7	86	4		9	3	0		5	83	3		0	6	0		0	0	206
% Trucks	9.6	13.1	1.9	0	11	2.4	0	0	1.8	13.1	3.2	0	0	8.7	0	0	0	0	6.2

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	11	**86**	**27**	**124**	**15**			**36**			**14**		**11**	**15**		**43**	**347**
08:15	**12**	67	25	104	13	**21**	2	36	40	**101**	14	**155**	11	9	13	33	328
08:30	9	71	24	104	11	19	3	33	35	85	9	129	9	12	15	36	302
08:45	9	79	20	108	7	12	**8**	27	**43**	82	9	134	8	8	**21**	37	306
Total Volume	41	303	96	440	46	71	15	132	157	359	46	562	39	44	66	149	1283
% App. Total	9.3	68.9	21.8		34.8	53.8	11.4		27.9	63.9	8.2		26.2	29.5	44.3		
PHF	.854	.881	.889	.887	.767	.845	.469	.917	.913	.889	.821	.906	.886	.733	.786	.866	.924

Accurate Counts
978-664-2565

N/S Street : Brookline Avenue
E/W Street: Kilmarnock St / Fullerton S
City/State : Boston, MA
Weather : Clear

File Name : 03990005
Site Code : 03990005
Start Date : 10/7/2010
Page No : 1

Groups Printed- Trucks

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	14	0	0	1	1	0	0	2	11	0	0	0	1	0	0	0	31	31
07:15	2	11	1	0	1	1	0	0	1	15	1	0	0	0	0	0	0	33	33
07:30	1	8	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	19	19
07:45	1	8	0	0	1	0	0	0	0	8	0	0	0	2	0	0	0	20	20
Total	5	41	1	0	3	2	0	0	3	44	1	0	0	3	0	0	0	103	103
08:00	0	14	1	0	2	1	0	0	0	7	0	0	0	1	0	0	0	26	26
08:15	1	11	1	0	3	0	0	0	1	12	1	0	0	1	0	0	0	31	31
08:30	0	6	0	0	1	0	0	0	1	9	0	0	0	1	0	0	0	18	18
08:45	1	14	1	0	0	0	0	0	0	11	1	0	0	0	0	0	0	28	28
Total	2	45	3	0	6	1	0	0	2	39	2	0	0	3	0	0	0	103	103
Grand Total	7	86	4	0	9	3	0	0	5	83	3	0	0	6	0	0	0	206	206
Apprch %	7.2	88.7	4.1		75	25	0		5.5	91.2	3.3		0	100	0				
Total %	3.4	41.7	1.9		4.4	1.5	0		2.4	40.3	1.5		0	2.9	0		0	100	

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	1	**14**		**15**	**1**	**1**		**2**	**2**								
07:15	**2**	11	**1**	14	1	1	0	2	1	**15**	**1**	**17**	0	0	0	0	**33**
07:30	1	8	0	9	0	0	0	0	0	10	0	10	0	0	0	0	19
07:45	1	8	0	9	1	0	0	1	0	8	0	8	0	**2**	0	**2**	20
Total Volume	5	41	1	47	3	2	0	5	3	44	1	48	0	3	0	3	103
% App. Total	10.6	87.2	2.1		60	40	0		6.2	91.7	2.1		0	100	0		
PHF	.625	.732	.250	.783	.750	.500	.000	.625	.375	.733	.250	.706	.000	.375	.000	.375	.780

Accurate Counts
978-664-2565

N/S Street : Brookline Avenue
E/W Street: Kilmarnock St / Fullerton S
City/State : Boston, MA
Weather : Clear

File Name : 03990005
Site Code : 03990005
Start Date : 10/7/2010
Page No : 1

Groups Printed- Bikes

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	5
07:15	0	1	0	0	1	1	0	0	1	3	0	0	2	0	0	0	0	9	9
07:30	1	4	0	0	2	0	1	0	0	1	2	0	0	2	1	0	0	14	14
07:45	0	1	0	0	1	2	0	0	0	1	2	0	0	1	0	0	0	8	8
Total	1	8	1	0	4	3	1	0	1	7	4	0	2	3	1	0	0	36	36
08:00	0	6	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	9	9
08:15	1	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	7
08:30	0	11	0	0	0	2	1	0	0	3	1	0	1	3	0	0	0	22	22
08:45	0	5	1	0	0	0	0	0	0	4	1	0	0	1	1	0	0	13	13
Total	1	27	1	0	0	2	1	0	0	8	4	0	1	5	1	0	0	51	51
Grand Total	2	35	2	0	4	5	2	0	1	15	8	0	3	8	2	0	0	87	87
Apprch %	5.1	89.7	5.1		36.4	45.5	18.2		4.2	62.5	33.3		23.1	61.5	15.4				
Total %	2.3	40.2	2.3		4.6	5.7	2.3		1.1	17.2	9.2		3.4	9.2	2.3		0	100	

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	6	0	6	0	0	0	0	0	1	**1**						
08:15	**1**	5	0	6	0	0	0	0	0	0	1	1	0	0	0	0	7
08:30	0	**11**	0	**11**	0	**2**	**1**	**3**	0	3	1	4	**1**	**3**	0	**4**	**22**
08:45	0	5	**1**	6	0	0	0	0	0	**4**	1	**5**	0	1	**1**	2	13
Total Volume	1	27	1	29	0	2	1	3	0	8	4	12	1	5	1	7	51
% App. Total	3.4	93.1	3.4		0	66.7	33.3		0	66.7	33.3		14.3	71.4	14.3		
PHF	.250	.614	.250	.659	.000	.250	.250	.250	.000	.500	1.00	.600	.250	.417	.250	.438	.580

Accurate Counts
978-664-2565

N/S Street : Brookline Avenue
E/W Street: Kilmarnock St / Fullerton S
City/State : Boston, MA
Weather : Clear

File Name : 03990005
Site Code : 03990005
Start Date : 10/7/2010
Page No : 1

Groups Printed- Cars - Trucks

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	10	85	7	47	25	9	12	57	28	91	8	72	28	14	36	106	282	353	635
16:15	10	102	4	54	22	9	10	43	34	89	7	65	20	23	35	115	277	365	642
16:30	8	102	6	36	26	14	17	54	25	92	10	54	24	28	32	107	251	384	635
16:45	11	98	8	38	28	9	13	39	24	79	9	49	16	22	30	120	246	347	593
Total	39	387	25	175	101	41	52	193	111	351	34	240	88	87	133	448	1056	1449	2505
17:00	8	96	12	46	20	9	15	61	21	82	7	62	14	17	29	109	278	330	608
17:15	15	89	15	64	20	11	13	52	18	99	7	67	20	17	44	113	296	368	664
17:30	11	90	8	45	18	12	20	47	21	82	2	56	21	18	33	113	261	336	597
17:45	9	79	12	33	29	8	17	62	21	64	9	56	17	14	31	73	224	310	534
Total	43	354	47	188	87	40	65	222	81	327	25	241	72	66	137	408	1059	1344	2403
Grand Total	82	741	72	363	188	81	117	415	192	678	59	481	160	153	270	856	2115	2793	4908
Apprch %	9.2	82.8	8		48.7	21	30.3		20.7	73	6.4		27.4	26.2	46.3				
Total %	2.9	26.5	2.6		6.7	2.9	4.2		6.9	24.3	2.1		5.7	5.5	9.7		43.1	56.9	
Cars	79	682	68		174	81	111		188	617	56		157	150	270		0	0	4748
% Cars	96.3	92	94.4	100	92.6	100	94.9	100	97.9	91	94.9	100	98.1	98	100	100	0	0	96.7
Trucks	3	59	4		14	0	6		4	61	3		3	3	0		0	0	160
% Trucks	3.7	8	5.6	0	7.4	0	5.1	0	2.1	9	5.1	0	1.9	2	0	0	0	0	3.3

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	10	85	7	102	25	9	12	46	28	91	8	127	**28**		**36**		
16:15	10	**102**	4	116	22	9	10	41	**34**	89	7	**130**	20	23	35	78	365
16:30	8	102	6	116	26	**14**	**17**	**57**	25	**92**	**10**	127	24	**28**	32	**84**	**384**
16:45	**11**	98	**8**	**117**	**28**	9	13	50	24	79	9	112	16	22	30	68	347
Total Volume	39	387	25	451	101	41	52	194	111	351	34	496	88	87	133	308	1449
% App. Total	8.6	85.8	5.5		52.1	21.1	26.8		22.4	70.8	6.9		28.6	28.2	43.2		
PHF	.886	.949	.781	.964	.902	.732	.765	.851	.816	.954	.850	.954	.786	.777	.924	.917	.943

Accurate Counts
978-664-2565

N/S Street : Brookline Avenue
E/W Street: Kilmarnock St / Fullerton S
City/State : Boston, MA
Weather : Clear

File Name : 03990005
Site Code : 03990005
Start Date : 10/7/2010
Page No : 1

Groups Printed- Trucks

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	8	1	0	1	0	1	0	0	7	0	0	1	0	0	0	0	19	19
16:15	1	8	0	0	1	0	1	0	0	8	0	0	1	2	0	0	0	22	22
16:30	1	9	1	0	4	0	1	0	1	6	1	0	0	0	0	0	0	24	24
16:45	0	7	0	0	2	0	0	0	0	7	2	0	0	1	0	0	0	19	19
Total	2	32	2	0	8	0	3	0	1	28	3	0	2	3	0	0	0	84	84
17:00	0	9	1	0	1	0	0	0	2	7	0	0	0	0	0	0	0	20	20
17:15	1	4	1	0	1	0	1	0	1	11	0	0	0	0	0	0	0	20	20
17:30	0	6	0	0	2	0	2	0	0	10	0	0	0	0	0	0	0	20	20
17:45	0	8	0	0	2	0	0	0	0	5	0	0	1	0	0	0	0	16	16
Total	1	27	2	0	6	0	3	0	3	33	0	0	1	0	0	0	0	76	76
Grand Total	3	59	4	0	14	0	6	0	4	61	3	0	3	3	0	0	0	160	160
Apprch %	4.5	89.4	6.1		70	0	30		5.9	89.7	4.4		50	50	0				
Total %	1.9	36.9	2.5		8.8	0	3.8		2.5	38.1	1.9		1.9	1.9	0		0	100	

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	**1**						**1**			**8**			**1**	**2**		**3**	
16:30	1	**9**	**1**	**11**	**4**	0	1	**5**	1	6	1	8	0	0	0	0	**24**
16:45	0	7	0	7	2	0	0	2	0	7	**2**	**9**	0	1	0	1	19
17:00	0	9	1	10	1	0	0	1	**2**	7	0	9	0	0	0	0	20
Total Volume	2	33	2	37	8	0	2	10	3	28	3	34	1	3	0	4	85
% App. Total	5.4	89.2	5.4		80	0	20		8.8	82.4	8.8		25	75	0		
PHF	.500	.917	.500	.841	.500	.000	.500	.500	.375	.875	.375	.944	.250	.375	.000	.333	.885

Accurate Counts
978-664-2565

N/S Street : Brookline Avenue
E/W Street: Kilmarnock St / Fullerton S
City/State : Boston, MA
Weather : Clear

File Name : 03990005
Site Code : 03990005
Start Date : 10/7/2010
Page No : 1

Groups Printed- Bikes

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	2	0	2	0	2	3	0	0	0	4	2	0	0	0	0	0	0	15	15
16:15	1	4	1	0	1	0	0	0	0	3	2	0	2	0	0	0	0	14	14
16:30	1	3	1	0	1	2	1	0	0	0	0	0	1	0	1	0	0	11	11
16:45	0	4	0	0	1	1	2	0	1	2	2	0	0	0	1	0	0	14	14
Total	4	11	4	0	5	6	3	0	1	9	6	0	3	0	2	0	0	54	54
17:00	0	9	1	0	4	1	2	0	0	5	4	0	1	1	0	0	0	28	28
17:15	0	8	0	0	3	0	3	0	0	0	3	0	0	1	2	0	0	20	20
17:30	1	7	0	0	2	0	0	0	0	2	6	0	2	1	0	0	0	21	21
17:45	1	4	0	0	3	2	2	0	0	0	7	0	0	1	2	0	0	22	22
Total	2	28	1	0	12	3	7	0	0	7	20	0	3	4	4	0	0	91	91
Grand Total	6	39	5	0	17	9	10	0	1	16	26	0	6	4	6	0	0	145	145
Apprch %	12	78	10		47.2	25	27.8		2.3	37.2	60.5		37.5	25	37.5				
Total %	4.1	26.9	3.4		11.7	6.2	6.9		0.7	11	17.9		4.1	2.8	4.1		0	100	

	Brookline Ave From North				Kilmarnock St From East				Brookline Ave From South				Fullerton St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	**9**	**1**	**10**	**4**			**7**		**5**		**9**		**1**			**28**
17:15	0	8	0	8	3	0	**3**	6	0	0	3	3	0	1	**2**	**3**	20
17:30	**1**	7	0	8	2	0	0	2	0	2	6	8	**2**	1	0	3	21
17:45	1	4	0	5	3	**2**	2	7	0	0	**7**	7	0	1	2	3	22
Total Volume	2	28	1	31	12	3	7	22	0	7	20	27	3	4	4	11	91
% App. Total	6.5	90.3	3.2		54.5	13.6	31.8		0	25.9	74.1		27.3	36.4	36.4		
PHF	.500	.778	.250	.775	.750	.375	.583	.786	.000	.350	.714	.750	.375	1.00	.500	.917	.813

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Clear

File Name : 03990006
Site Code : 03990006
Start Date : 10/7/2010
Page No : 1

Groups Printed- Cars - Trucks

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	4	2	4	6	6	221	15	8	3	1	9	3	9	217	7	4	21	498	519
07:15	3	1	10	3	10	231	14	11	4	4	12	5	13	243	11	9	28	556	584
07:30	11	3	6	3	6	244	16	6	1	1	13	9	11	254	10	11	29	576	605
07:45	9	1	11	4	4	262	14	4	4	2	10	8	9	247	9	16	32	582	614
Total	27	7	31	16	26	958	59	29	12	8	44	25	42	961	37	40	110	2212	2322
08:00	12	2	9	5	4	245	12	10	8	3	12	10	7	261	7	10	35	582	617
08:15	11	1	12	7	2	270	17	7	4	3	10	11	11	269	5	12	37	615	652
08:30	11	4	12	9	5	256	14	11	7	1	8	4	12	249	4	8	32	583	615
08:45	14	2	12	8	5	241	19	10	1	2	11	12	9	237	7	11	41	560	601
Total	48	9	45	29	16	1012	62	38	20	9	41	37	39	1016	23	41	145	2340	2485
Grand Total	75	16	76	45	42	1970	121	67	32	17	85	62	81	1977	60	81	255	4552	4807
Apprch %	44.9	9.6	45.5		2	92.4	5.7		23.9	12.7	63.4		3.8	93.3	2.8				
Total %	1.6	0.4	1.7		0.9	43.3	2.7		0.7	0.4	1.9		1.8	43.4	1.3		5.3	94.7	
Cars	70	15	72		32	1934	121		29	17	79		81	1938	57		0	0	4700
% Cars	93.3	93.8	94.7	100	76.2	98.2	100	100	90.6	100	92.9	100	100	98	95	100	0	0	97.8
Trucks	5	1	4		10	36	0		3	0	6		0	39	3		0	0	107
% Trucks	6.7	6.2	5.3	0	23.8	1.8	0	0	9.4	0	7.1	0	0	2	5	0	0	0	2.2

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	9	1	11	21	4	262	14	280	4	2	10	16	9	247	**9**	265	582
08:00	**12**	2	9	23	4	245	12	261	**8**	**3**	**12**	**23**	7	261	7	275	582
08:15	11	1	**12**	24	2	**270**	**17**	**289**	4	3	10	17	11	**269**	5	**285**	**615**
08:30	11	**4**	12	**27**	**5**	256	14	275	7	1	8	16	**12**	249	4	265	583
Total Volume	43	8	44	95	15	1033	57	1105	23	9	40	72	39	1026	25	1090	2362
% App. Total	45.3	8.4	46.3		1.4	93.5	5.2		31.9	12.5	55.6		3.6	94.1	2.3		
PHF	.896	.500	.917	.880	.750	.956	.838	.956	.719	.750	.833	.783	.813	.954	.694	.956	.960
Cars	41	8	42	91	12	1011	57	1080	21	9	37	67	39	998	23	1060	2298
% Cars	95.3	100	95.5	95.8	80.0	97.9	100	97.7	91.3	100	92.5	93.1	100	97.3	92.0	97.2	97.3
Trucks	2	0	2	4	3	22	0	25	2	0	3	5	0	28	2	30	64
% Trucks	4.7	0	4.5	4.2	20.0	2.1	0	2.3	8.7	0	7.5	6.9	0	2.7	8.0	2.8	2.7

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Clear

File Name : 03990006
Site Code : 03990006
Start Date : 10/7/2010
Page No : 1

Groups Printed- Trucks

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	1	2	0	0	1	0	2	0	0	1	0	0	0	7	7
07:15	1	0	1	0	3	5	0	0	0	0	1	0	0	1	0	0	0	12	12
07:30	1	1	0	0	2	5	0	0	0	0	0	0	0	5	1	0	0	15	15
07:45	1	0	1	0	1	7	0	0	1	0	1	0	0	6	1	0	0	19	19
Total	3	1	2	0	7	19	0	0	2	0	4	0	0	13	2	0	0	53	53
08:00	0	0	0	0	1	3	0	0	0	0	0	0	0	8	0	0	0	12	12
08:15	1	0	1	0	0	7	0	0	0	0	1	0	0	10	0	0	0	20	20
08:30	0	0	0	0	1	5	0	0	1	0	1	0	0	4	1	0	0	13	13
08:45	1	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	9	9
Total	2	0	2	0	3	17	0	0	1	0	2	0	0	26	1	0	0	54	54
Grand Total	5	1	4	0	10	36	0	0	3	0	6	0	0	39	3	0	0	107	107
Apprch %	50	10	40		21.7	78.3	0		33.3	0	66.7		0	92.9	7.1				
Total %	4.7	0.9	3.7		9.3	33.6	0		2.8	0	5.6		0	36.4	2.8		0	100	

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	**1**	**1**	0	**2**	**2**	5	0	7	0	0	0	0	0	5	**1**	6	15
07:45	1	0	**1**	2	1	**7**	0	**8**	**1**	0	**1**	**2**	0	6	1	7	19
08:00	0	0	0	0	1	3	0	4	0	0	0	0	0	8	0	8	12
08:15	1	0	1	2	0	7	0	7	0	0	1	1	0	**10**	0	**10**	**20**
Total Volume	3	1	2	6	4	22	0	26	1	0	2	3	0	29	2	31	66
% App. Total	50	16.7	33.3		15.4	84.6	0		33.3	0	66.7		0	93.5	6.5		
PHF	.750	.250	.500	.750	.500	.786	.000	.813	.250	.000	.500	.375	.000	.725	.500	.775	.825

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Clear

File Name : 03990006
Site Code : 03990006
Start Date : 10/7/2010
Page No : 1

Groups Printed- Bikes

	Kilmarnock St From North			Boylston St From East			Kilmarnock St From South			Boylston St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00	0	1	0	0	1	0	0	0	0	0	2	0	4
07:15	0	0	0	0	2	0	0	0	1	0	0	0	3
07:30	0	1	0	0	1	0	0	0	0	0	1	0	3
07:45	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	2	0	0	5	0	0	0	1	0	5	0	13
08:00	0	1	0	0	0	0	0	0	0	0	1	0	2
08:15	0	0	0	0	4	0	1	0	0	0	1	0	6
08:30	0	0	0	0	2	0	0	0	1	0	1	0	4
08:45	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	1	0	0	7	0	1	0	1	0	6	0	16
Grand Total	0	3	0	0	12	0	1	0	2	0	11	0	29
Apprch %	0	100	0	0	100	0	33.3	0	66.7	0	100	0	
Total %	0	10.3	0	0	41.4	0	3.4	0	6.9	0	37.9	0	

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15	0	0	0	0	0	**4**	0	**4**	**1**	0	0	**1**	0	1	0	1	**6**
08:30	0	0	0	0	0	2	0	2	0	0	**1**	1	0	1	0	1	4
08:45	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	4
Total Volume	0	1	0	1	0	7	0	7	1	0	1	2	0	6	0	6	16
% App. Total	0	100	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.250	.000	.250	.000	.438	.000	.438	.250	.000	.250	.500	.000	.500	.000	.500	.667

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Clear

File Name : 03990006
Site Code : 03990006
Start Date : 10/7/2010
Page No : 1

Groups Printed- Cars - Trucks

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	31	6	18	11	3	234	9	12	10	3	6	14	5	267	14	19	56	606	662
16:15	21	5	18	9	10	214	7	11	9	5	7	9	8	258	17	17	46	579	625
16:30	30	11	15	12	8	192	12	19	7	4	8	15	6	262	15	14	60	570	630
16:45	29	12	18	15	8	199	11	21	5	6	10	21	5	266	7	29	86	576	662
Total	111	34	69	47	29	839	39	63	31	18	31	59	24	1053	53	79	248	2331	2579
17:00	24	15	19	13	5	213	10	15	9	4	11	23	5	258	13	34	85	586	671
17:15	31	10	24	11	5	228	9	16	4	7	7	19	8	248	13	27	73	594	667
17:30	27	8	22	8	4	223	7	21	5	3	7	16	6	227	15	36	81	554	635
17:45	24	10	18	12	3	195	11	23	3	5	6	15	5	262	10	32	82	552	634
Total	106	43	83	44	17	859	37	75	21	19	31	73	24	995	51	129	321	2286	2607
Grand Total	217	77	152	91	46	1698	76	138	52	37	62	132	48	2048	104	208	569	4617	5186
Apprch %	48.7	17.3	34.1		2.5	93.3	4.2		34.4	24.5	41.1		2.2	93.1	4.7				
Total %	4.7	1.7	3.3		1	36.8	1.6		1.1	0.8	1.3		1	44.4	2.3		11	89	
Cars	217	76	145		41	1670	75		51	37	60		47	2000	103		0	0	5091
% Cars	100	98.7	95.4	100	89.1	98.4	98.7	100	98.1	100	96.8	100	97.9	97.7	99	100	0	0	98.2
Trucks	0	1	7		5	28	1		1	0	2		1	48	1		0	0	95
% Trucks	0	1.3	4.6	0	10.9	1.6	1.3	0	1.9	0	3.2	0	2.1	2.3	1	0	0	0	1.8

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	**31**	6	**18**	55	3	**234**	9	**246**	**10**	3	6	19	5	**267**	14	**286**	**606**
16:15	21	5	18	44	**10**	214	7	231	9	5	7	**21**	**8**	258	**17**	283	579
16:30	30	11	15	56	8	192	**12**	212	7	4	8	19	6	262	15	283	570
16:45	29	**12**	18	**59**	8	199	11	218	5	**6**	**10**	21	5	266	7	278	576
Total Volume	111	34	69	214	29	839	39	907	31	18	31	80	24	1053	53	1130	2331
% App. Total	51.9	15.9	32.2		3.2	92.5	4.3		38.8	22.5	38.8		2.1	93.2	4.7		
PHF	.895	.708	.958	.907	.725	.896	.813	.922	.775	.750	.775	.952	.750	.986	.779	.988	.962
Cars	111	33	64	208	27	825	38	890	30	18	29	77	23	1030	53	1106	2281
% Cars	100	97.1	92.8	97.2	93.1	98.3	97.4	98.1	96.8	100	93.5	96.3	95.8	97.8	100	97.9	97.9
Trucks	0	1	5	6	2	14	1	17	1	0	2	3	1	23	0	24	50
% Trucks	0	2.9	7.2	2.8	6.9	1.7	2.6	1.9	3.2	0	6.5	3.8	4.2	2.2	0	2.1	2.1

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Clear

File Name : 03990006
Site Code : 03990006
Start Date : 10/7/2010
Page No : 1

Groups Printed- Trucks

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	2	0	0	2	0	0	0	0	2	0	1	4	0	0	0	11	11
16:15	0	0	1	0	1	4	0	0	0	0	0	0	0	9	0	0	0	15	15
16:30	0	0	0	0	0	5	1	0	1	0	0	0	0	6	0	0	0	13	13
16:45	0	1	2	0	1	3	0	0	0	0	0	0	0	4	0	0	0	11	11
Total	0	1	5	0	2	14	1	0	1	0	2	0	1	23	0	0	0	50	50
17:00	0	0	0	0	0	2	0	0	0	0	0	0	0	9	1	0	0	12	12
17:15	0	0	1	0	1	4	0	0	0	0	0	0	0	5	0	0	0	11	11
17:30	0	0	1	0	1	6	0	0	0	0	0	0	0	4	0	0	0	12	12
17:45	0	0	0	0	1	2	0	0	0	0	0	0	0	7	0	0	0	10	10
Total	0	0	2	0	3	14	0	0	0	0	0	0	0	25	1	0	0	45	45
Grand Total	0	1	7	0	5	28	1	0	1	0	2	0	1	48	1	0	0	95	95
Apprch %	0	12.5	87.5		14.7	82.4	2.9		33.3	0	66.7		2	96	2				
Total %	0	1.1	7.4		5.3	29.5	1.1		1.1	0	2.1		1.1	50.5	1.1		0	100	

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	1	1	**1**	4	0	5	0	0	0	0	0	**9**	0	9	**15**
16:30	0	0	0	0	0	**5**	**1**	**6**	**1**	0	0	**1**	0	6	0	6	13
16:45	0	**1**	**2**	**3**	1	3	0	4	0	0	0	0	0	4	0	4	11
17:00	0	0	0	0	0	2	0	2	0	0	0	0	0	9	**1**	**10**	12
Total Volume	0	1	3	4	2	14	1	17	1	0	0	1	0	28	1	29	51
% App. Total	0	25	75		11.8	82.4	5.9		100	0	0		0	96.6	3.4		
PHF	.000	.250	.375	.333	.500	.700	.250	.708	.250	.000	.000	.250	.000	.778	.250	.725	.850

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Clear

File Name : 03990006
Site Code : 03990006
Start Date : 10/7/2010
Page No : 1

Groups Printed- Bikes

	Kilmarnock St From North			Boylston St From East			Kilmarnock St From South			Boylston St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
16:00	0	2	0	0	0	0	1	1	0	0	2	0	6
16:15	0	1	1	0	1	1	1	0	0	0	1	0	6
16:30	0	1	0	0	2	1	2	0	0	1	1	0	8
16:45	0	1	0	0	4	0	1	2	0	0	2	0	10
Total	0	5	1	0	7	2	5	3	0	1	6	0	30
17:00	1	4	0	0	2	1	0	1	0	0	1	0	10
17:15	1	2	0	1	1	0	0	3	1	0	1	1	11
17:30	0	0	0	0	1	0	1	1	0	0	1	2	6
17:45	0	0	0	0	3	1	1	1	0	0	0	0	6
Total	2	6	0	1	7	2	2	6	1	0	3	3	33
Grand Total	2	11	1	1	14	4	7	9	1	1	9	3	63
Apprch %	14.3	78.6	7.1	5.3	73.7	21.1	41.2	52.9	5.9	7.7	69.2	23.1	
Total %	3.2	17.5	1.6	1.6	22.2	6.3	11.1	14.3	1.6	1.6	14.3	4.8	

	Kilmarnock St From North				Boylston St From East				Kilmarnock St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	1	0	1	0	2	**1**	3	**2**	0	0	2	**1**	1	0	**2**	8
16:45	0	1	0	1	0	**4**	0	**4**	1	2	0	3	0	**2**	0	2	10
17:00	**1**	**4**	0	**5**	0	2	1	3	0	1	0	1	0	1	0	1	10
17:15	1	2	0	3	**1**	1	0	2	0	**3**	**1**	**4**	0	1	**1**	2	**11**
Total Volume	2	8	0	10	1	9	2	12	3	6	1	10	1	5	1	7	39
% App. Total	20	80	0		8.3	75	16.7		30	60	10		14.3	71.4	14.3		
PHF	.500	.500	.000	.500	.250	.563	.500	.750	.375	.500	.250	.625	.250	.625	.250	.875	.886

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Van Ness Street
City/State : Boston, MA
Weather : Clear

File Name : 03990003
Site Code : 03990003
Start Date : 9/23/2010
Page No : 1

Groups Printed- Cars - Trucks

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	4	7	5	16	0	0	0	20	12	32
07:15	0	0	2	4	5	11	0	0	0	13	9	22
07:30	0	0	7	6	10	10	0	0	0	17	16	33
07:45	0	0	5	9	14	34	0	0	0	39	23	62
Total	0	0	18	26	34	71	0	0	0	89	60	149
08:00	0	0	3	12	20	26	0	0	0	29	32	61
08:15	0	0	5	9	15	25	0	0	0	30	24	54
08:30	0	0	2	11	14	26	0	0	0	28	25	53
08:45	0	0	5	5	8	19	0	0	0	24	13	37
Total	0	0	15	37	57	96	0	0	0	111	94	205
Grand Total	0	0	33	63	91	167	0	0	0	200	154	354
Apprch %	0	0		40.9	59.1		0	0				
Total %	0	0		40.9	59.1		0	0		56.5	43.5	
Cars	0	0		60	82		0	0		0	0	342
% Cars	0	0	100	95.2	90.1	100	0	0	0	0	0	96.6
Trucks	0	0		3	9		0	0		0	0	12
% Trucks	0	0	0	4.8	9.9	0	0	0	0	0	0	3.4

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	0	0	0	9	14	23	0	0	0	23
08:00	0	0	0	**12**	**20**	**32**	0	0	0	**32**
08:15	0	0	0	9	15	24	0	0	0	24
08:30	0	0	0	11	14	25	0	0	0	25
Total Volume	0	0	0	41	63	104	0	0	0	104
% App. Total	0	0		39.4	60.6		0	0		
PHF	.000	.000	.000	.854	.788	.813	.000	.000	.000	.813

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Van Ness Street
City/State : Boston, MA
Weather : Clear

File Name : 03990003
Site Code : 03990003
Start Date : 9/23/2010
Page No : 1

Groups Printed- Trucks

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	2	2
08:00	0	0	0	1	2	0	0	0	0	0	3	3
08:15	0	0	0	1	2	0	0	0	0	0	3	3
08:30	0	0	0	0	1	0	0	0	0	0	1	1
08:45	0	0	0	1	2	0	0	0	0	0	3	3
Total	0	0	0	3	7	0	0	0	0	0	10	10
Grand Total	0	0	0	3	9	0	0	0	0	0	12	12
Apprch %	0	0		25	75		0	0				
Total %	0	0		25	75		0	0		0	100	

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	0	0	**1**	**2**	**3**	0	0	0	**3**
08:15	0	0	0	1	2	3	0	0	0	3
08:30	0	0	0	0	1	1	0	0	0	1
08:45	0	0	0	1	2	3	0	0	0	3
Total Volume	0	0	0	3	7	10	0	0	0	10
% App. Total	0	0		30	70		0	0		
PHF	.000	.000	.000	.750	.875	.833	.000	.000	.000	.833

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Van Ness Street
City/State : Boston, MA
Weather : Clear

File Name : 03990003
Site Code : 03990003
Start Date : 9/23/2010
Page No : 1

Groups Printed- Bikes

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	0	0	0	1	1
07:30	4	0	0	0	0	0	0	0	0	0	4	4
07:45	1	0	0	0	0	0	0	0	0	0	1	1
Total	6	0	0	0	0	0	0	0	0	0	6	6
08:00	0	0	0	0	0	0	0	1	0	0	1	1
08:15	1	0	0	0	2	0	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	2	0	0	1	0	0	4	4
Grand Total	7	0	0	0	2	0	0	1	0	0	10	10
Apprch %	100	0		0	100		0	100				
Total %	70	0		0	20		0	10		0	100	

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30										
07:30	**4**	0	**4**	0	0	0	0	0	0	**4**
07:45	1	0	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	**1**	**1**	1
08:15	1	0	1	0	**2**	**2**	0	0	0	3
Total Volume	6	0	6	0	2	2	0	1	1	9
% App. Total	100	0		0	100		0	100		
PHF	.375	.000	.375	.000	.250	.250	.000	.250	.250	.563

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Van Ness Street
City/State : Boston, MA
Weather : Clear

File Name : 03990003
Site Code : 03990003
Start Date : 9/23/2010
Page No : 1

Groups Printed- Cars - Trucks

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	1	15	21	35	0	0	0	36	36	72
16:15	0	0	5	13	24	15	0	0	0	20	37	57
16:30	0	0	1	15	23	34	0	0	0	35	38	73
16:45	0	0	8	22	22	24	0	0	0	32	44	76
Total	0	0	15	65	90	108	0	0	0	123	155	278
17:00	0	0	4	23	34	37	0	0	0	41	57	98
17:15	0	0	1	15	42	18	0	0	0	19	57	76
17:30	0	0	4	14	15	21	0	0	0	25	29	54
17:45	0	0	1	21	23	31	0	0	0	32	44	76
Total	0	0	10	73	114	107	0	0	0	117	187	304
Grand Total	0	0	25	138	204	215	0	0	0	240	342	582
Apprch %	0	0		40.4	59.6		0	0				
Total %	0	0		40.4	59.6		0	0		41.2	58.8	
Cars	0	0		135	185		0	0		0	0	560
% Cars	0	0	100	97.8	90.7	100	0	0	0	0	0	96.2
Trucks	0	0		3	19		0	0		0	0	22
% Trucks	0	0	0	2.2	9.3	0	0	0	0	0	0	3.8

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:30										
16:30	0	0	0	15	23	38	0	0	0	38
16:45	0	0	0	22	22	44	0	0	0	44
17:00	0	0	0	**23**	34	**57**	0	0	0	**57**
17:15	0	0	0	15	**42**	57	0	0	0	57
Total Volume	0	0	0	75	121	196	0	0	0	196
% App. Total	0	0		38.3	61.7		0	0		
PHF	.000	.000	.000	.815	.720	.860	.000	.000	.000	.860

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Van Ness Street
City/State : Boston, MA
Weather : Clear

File Name : 03990003
Site Code : 03990003
Start Date : 9/23/2010
Page No : 1

Groups Printed- Trucks

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	1	2	0	0	0	0	0	3	3
16:15	0	0	0	0	2	0	0	0	0	0	2	2
16:30	0	0	0	0	1	0	0	0	0	0	1	1
16:45	0	0	0	2	1	0	0	0	0	0	3	3
Total	0	0	0	3	6	0	0	0	0	0	9	9
17:00	0	0	0	0	1	0	0	0	0	0	1	1
17:15	0	0	0	0	12	0	0	0	0	0	12	12
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	13	0	0	0	0	0	13	13
Grand Total	0	0	0	3	19	0	0	0	0	0	22	22
Apprch %	0	0		13.6	86.4		0	0				
Total %	0	0		13.6	86.4		0	0		0	100	

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:30										
16:30	0	0	0	0	1	1	0	0	0	1
16:45	0	0	0	**2**	1	3	0	0	0	3
17:00	0	0	0	0	1	1	0	0	0	1
17:15	0	0	0	0	**12**	**12**	0	0	0	**12**
Total Volume	0	0	0	2	15	17	0	0	0	17
% App. Total	0	0		11.8	88.2		0	0		
PHF	.000	.000	.000	.250	.313	.354	.000	.000	.000	.354

Accurate Counts
978-664-2565

N/S Street : Kilmarnock Street
E/W Street: Van Ness Street
City/State : Boston, MA
Weather : Clear

File Name : 03990003
Site Code : 03990003
Start Date : 9/23/2010
Page No : 1

Groups Printed- Bikes

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	1	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	0	0	1	1
16:45	2	0	0	0	1	0	0	0	0	0	3	3
Total	2	0	0	1	2	0	0	0	0	0	5	5
17:00	0	0	0	0	2	0	0	0	0	0	2	2
17:15	0	0	0	1	2	0	0	1	0	0	4	4
17:30	2	0	0	1	5	0	0	1	0	0	9	9
17:45	0	0	0	0	1	0	0	0	0	0	1	1
Total	2	0	0	2	10	0	0	2	0	0	16	16
Grand Total	4	0	0	3	12	0	0	2	0	0	21	21
Apprch %	100	0		20	80		0	100				
Total %	19	0		14.3	57.1		0	9.5		0	100	

	Kilmarnock St From North			Van Ness St From East			Kilmarnock St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:45										
16:45	**2**	0	**2**	0	1	1	0	0	0	3
17:00	0	0	0	0	2	2	0	0	0	2
17:15	0	0	0	**1**	2	3	0	**1**	**1**	4
17:30	2	0	2	1	**5**	**6**	0	1	1	**9**
Total Volume	4	0	4	2	10	12	0	2	2	18
% App. Total	100	0		16.7	83.3		0	100		
PHF	.500	.000	.500	.500	.500	.500	.000	.500	.500	.500

Accurate Counts
978-664-2565

N/S Street : Kiolmarnock Street
E/W Street: Kilmarnock Garage / Trilogy
City/State : Boston, MA
Weather : Clear

File Name : 03990004
Site Code : 03990004
Start Date : 9/23/2010
Page No : 1

Groups Printed- Cars - Trucks

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	6	10	4	9	0	0	0	12	11	11	4	2	0	0	0	3	26	46	72
07:15	4	11	3	8	0	0	0	12	8	13	3	2	1	0	4	2	24	47	71
07:30	7	20	6	6	0	0	1	12	7	17	5	3	1	0	5	5	26	69	95
07:45	17	18	9	9	0	0	0	6	10	14	13	5	1	0	9	9	29	91	120
Total	34	59	22	32	0	0	1	42	36	55	25	12	3	0	18	19	105	253	358
08:00	18	23	8	8	0	0	0	13	14	15	7	8	3	0	3	10	39	91	130
08:15	12	20	8	6	0	0	0	28	5	14	9	7	2	0	6	4	45	76	121
08:30	9	23	7	3	0	0	1	16	4	26	6	8	0	0	5	10	37	81	118
08:45	5	18	8	11	3	0	0	13	8	17	3	12	1	0	8	9	45	71	116
Total	44	84	31	28	3	0	1	70	31	72	25	35	6	0	22	33	166	319	485
Grand Total	78	143	53	60	3	0	2	112	67	127	50	47	9	0	40	52	271	572	843
Apprch %	28.5	52.2	19.3		60	0	40		27.5	52	20.5		18.4	0	81.6				
Total %	13.6	25	9.3		0.5	0	0.3		11.7	22.2	8.7		1.6	0	7		32.1	67.9	
Cars	78	135	53		3	0	2		67	124	50		9	0	40		0	0	832
% Cars	100	94.4	100	100	100	0	100	100	100	97.6	100	100	100	0	100	100	0	0	98.7
Trucks	0	8	0		0	0	0		0	3	0		0	0	0		0	0	11
% Trucks	0	5.6	0	0	0	0	0	0	0	2.4	0	0	0	0	0	0	0	0	1.3

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	17	18	**9**								**13**	**37**			**9**	**10**	**91**
08:00	**18**	**23**	8	**49**	0	0	0	0	**14**	15	7	36	**3**	0	3	6	91
08:15	12	20	8	40	0	0	0	0	5	14	9	28	2	0	6	8	76
08:30	9	23	7	39	0	0	**1**	**1**	4	**26**	6	36	0	0	5	5	81
Total Volume	56	84	32	172	0	0	1	1	33	69	35	137	6	0	23	29	339
% App. Total	32.6	48.8	18.6		0	0	100		24.1	50.4	25.5		20.7	0	79.3		
PHF	.778	.913	.889	.878	.000	.000	.250	.250	.589	.663	.673	.926	.500	.000	.639	.725	.931

Accurate Counts
978-664-2565

N/S Street : Kiolmarnock Street
E/W Street: Kilmarnock Garage / Trilogy
City/State : Boston, MA
Weather : Clear

File Name : 03990004
Site Code : 03990004
Start Date : 9/23/2010
Page No : 1

Groups Printed- Trucks

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
08:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
08:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	7
Grand Total	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	11	11
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	72.7	0		0	0	0		0	27.3	0		0	0	0		0	100	

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	**1**		**1**													
08:00	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
08:15	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.875

Accurate Counts
978-664-2565

N/S Street : Kiolmarnock Street
E/W Street: Kilmarnock Garage / Trilogy
City/State : Boston, MA
Weather : Clear

File Name : 03990004
Site Code : 03990004
Start Date : 9/23/2010
Page No : 1

Groups Printed- Bikes

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
07:30	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	6
07:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
Total	0	4	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	11	11
08:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
08:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	3
08:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:45	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4
Total	2	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	12	12
Grand Total	2	8	1	0	0	0	0	0	0	12	0	0	0	0	0	0	0	23	23
Apprch %	18.2	72.7	9.1		0	0	0		0	100	0		0	0	0				
Total %	8.7	34.8	4.3		0	0	0		0	52.2	0		0	0	0		0	100	

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	**3**		**3**						**3**		**3**					**6**
07:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.542

Accurate Counts
978-664-2565

N/S Street : Kiolmarnock Street
E/W Street: Kilmarnock Garage / Trilogy
City/State : Boston, MA
Weather : Clear

File Name : 03990004
Site Code : 03990004
Start Date : 9/23/2010
Page No : 1

Groups Printed- Cars - Trucks

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	41	0	10	0	0	0	20	0	14	0	7	3	0	11	2	39	69	108
16:15	0	33	1	10	0	0	0	13	4	16	0	6	3	0	17	5	34	74	108
16:30	0	39	4	12	0	0	0	20	2	9	0	8	2	0	8	6	46	64	110
16:45	0	49	5	7	0	0	0	18	2	17	0	7	5	0	15	7	39	93	132
Total	0	162	10	39	0	0	0	71	8	56	0	28	13	0	51	20	158	300	458
17:00	0	54	4	11	0	0	0	31	5	8	0	3	3	0	12	3	48	86	134
17:15	0	49	0	9	0	0	0	16	3	13	0	5	7	0	17	4	34	89	123
17:30	0	45	2	9	0	0	0	29	2	16	0	5	4	0	11	10	53	80	133
17:45	0	44	3	15	1	0	1	46	5	12	0	4	4	0	9	10	75	79	154
Total	0	192	9	44	1	0	1	122	15	49	0	17	18	0	49	27	210	334	544
Grand Total	0	354	19	83	1	0	1	193	23	105	0	45	31	0	100	47	368	634	1002
Apprch %	0	94.9	5.1		50	0	50		18	82	0		23.7	0	76.3				
Total %	0	55.8	3		0.2	0	0.2		3.6	16.6	0		4.9	0	15.8		36.7	63.3	
Cars	0	346	19		1	0	1		23	103	0		31	0	100		0	0	992
% Cars	0	97.7	100	100	100	0	100	100	100	98.1	0	100	100	0	100	100	0	0	99
Trucks	0	8	0		0	0	0		0	2	0		0	0	0		0	0	10
% Trucks	0	2.3	0	0	0	0	0	0	0	1.9	0	0	0	0	0	0	0	0	1

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	49	**5**							**17**		**19**					**93**
17:00	0	**54**	4	**58**	0	0	0	0	**5**	8	0	13	3	0	12	15	86
17:15	0	49	0	49	0	0	0	0	3	13	0	16	**7**	0	**17**	**24**	89
17:30	0	45	2	47	0	0	0	0	2	16	0	18	4	0	11	15	80
Total Volume	0	197	11	208	0	0	0	0	12	54	0	66	19	0	55	74	348
% App. Total	0	94.7	5.3		0	0	0		18.2	81.8	0		25.7	0	74.3		
PHF	.000	.912	.550	.897	.000	.000	.000	.000	.600	.794	.000	.868	.679	.000	.809	.771	.935

Accurate Counts
978-664-2565

N/S Street : Kiolmarnock Street
E/W Street: Kilmarnock Garage / Trilogy
City/State : Boston, MA
Weather : Clear

File Name : 03990004
Site Code : 03990004
Start Date : 9/23/2010
Page No : 1

Groups Printed- Trucks

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3
Grand Total	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	10	10
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	80	0		0	0	0		0	20	0		0	0	0		0	100	

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	**1**		**1**					
16:45	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total Volume	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.583

Accurate Counts
978-664-2565

N/S Street : Kiolmarnock Street
E/W Street: Kilmarnock Garage / Trilogy
City/State : Boston, MA
Weather : Clear

File Name : 03990004
Site Code : 03990004
Start Date : 9/23/2010
Page No : 1

Groups Printed- Bikes

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:15	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3
16:30	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	3
16:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	13	13
17:00	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3
17:15	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	8	8
17:30	0	8	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	10	10
17:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4
Total	0	18	1	0	0	0	0	0	0	4	0	0	1	0	1	0	0	25	25
Grand Total	0	28	1	0	0	0	0	0	0	7	0	0	1	0	1	0	0	38	38
Apprch %	0	96.6	3.4		0	0	0		0	100	0		50	0	50				
Total %	0	73.7	2.6		0	0	0		0	18.4	0		2.6	0	2.6		0	100	

	Kilmarnock St From North				Kilmarnock Garage From East				Kilmarnock St From South				Trilogy Garage From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
17:15	0	5	0	5	0	0	0	0	0	**3**		**3**					
17:30	0	**8**	**1**	**9**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**10**
17:45	0	3	0	3	0	0	0	0	0	0	0	0	0	0	**1**	1	4
Total Volume	0	18	1	19	0	0	0	0	0	4	0	4	1	0	1	2	25
% App. Total	0	94.7	5.3		0	0	0		0	100	0		50	0	50		
PHF	.000	.563	.250	.528	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.250	.500	.625

Capacity Analyses

Detailed Level of Service Tables
2012 Existing Conditions
2017 No Build Conditions
2017 Build Conditions

LOS Summary – 2012 Existing Conditions

	AM Peak Hour Operations				PM Peak Hour Operations			
Intersection	LOS	Delay (sec.)	v/c	95th	LOS	Delay (sec.)	v/c	95th
Brookline Avenue/Kilmarnock/Fullerton	B	15.2	0.63		D	55.0	0.81	
Brookline EB left	A	5.0	0.33	45	A	6.0	0.21	27
Brookline EB thru/right	A	3.6	0.39	125	A	5.3	0.36	117
Brookline WB left	C	21.0	0.58	#88	D	54.9	0.68	#85
Brookline WB thru/right	B	13.4	0.64	256	B	11.9	0.48	195
Kilmarnock NB left/thru/right	D	53.0	0.81	#150	F	>80.0	>1.00	#282
Fullerton SB left/thru	D	35.7	0.61	81	E	74.9	0.90	#203
Fullerton SB right	B	18.4	0.06	19	C	29.5	0.49	#96
Boylston Street/Kilmarnock Street	B	14.4	0.87		B	16.2	0.91	
Boylston EB left/thru/right	B	10.1	0.89	m141	B	17.2	0.95	m#401
Boylston WB left/thru/right	B	14.5	0.91	m214	A	6.8	0.53	178
Kilmarnock NB left/thru/right	D	38.5	0.36	51	C	33.1	0.28	58
Kilmarnock SB left	D	41.6	0.54	57	D	48.3	0.73	119
Kilmarnock SB thru/right	D	37.1	0.12	37	C	33.0	0.27	73
Brookline Avenue/Trilogy Driveway		(unsignalized)				(unsignalized)		
Trilogy NB left (illegal)/right	C	19.5	0.05	4	C	18.0	0.09	8
Kilmarnock Street/Van Ness Street		(unsignalized)				(unsignalized)		
Van Ness WB left/right	A	10.0	0.15	13	B	10.9	0.28	28
Kilmarnock Street/Trilogy Garage		(unsignalized)				(unsignalized)		
Trilogy EB left/right	A	9.6	0.05	4	B	10.3	0.12	11

\# - 95th percentile queue exceeds capacity
m – Queue is metered by upstream intersection

LOS Summary - 2017 No Build Conditions

	AM Peak Hour Operations				PM Peak Hour Operations			
Intersection	LOS	Delay (sec.)	v/c	95th	LOS	Delay (sec.)	v/c	95th
Brookline Avenue/Kilmarnock/Fullerton	C	26.5	0.90		F	>80.0	>1.00	
Brookline EB left	C	20.3	0.79	#111	A	7.0	0.31	35
Brookline EB thru/right	A	5.7	0.51	177	A	6.0	0.48	167
Brookline WB left	B	11.5	0.23	22	E	69.5	0.76	#57
Brookline WB thru/right	D	37.3	0.93	#531	B	14.6	0.62	287
Kilmarnock NB left/thru/right	E	57.1	0.85	#236	F	>80.0	>1.00	#330
Fullerton SB left/thru	D	37.7	0.63	100	F	>80.0	>1.00	#340
Fullerton SB right	C	20.2	0.08	21	F	>80.0	>1.00	#252
Boylston Street/Kilmarnock Street	D	44.6	1.00		D	43.8	>1.00	
Boylston EB left/thru/right	C	34.8	>1.00	#589	E	75.4	>1.00	#657
Boylston WB left/thru/right	D	54.5	>1.00	m#451	A	6.7	0.62	204
Kilmarnock NB left/thru/right	D	39.3	0.41	54	D	37.4	0.48	65
Kilmarnock SB left	D	38.1	0.20	27	D	40.9	0.58	77
Kilmarnock SB thru/right	D	37.5	0.10	35	D	35.9	0.30	73
Brookline Avenue/Trilogy Driveway		(unsignalized)				(unsignalized)		
Trilogy NB left (illegal)/right	D	32.1	0.08	7	C	22.7	0.12	10
Kilmarnock Street/Van Ness Street		(unsignalized)				(unsignalized)		
Van Ness WB left/right	A	9.9	0.11	9	B	10.0	0.11	9
Kilmarnock Street/Trilogy Garage		(unsignalized)				(unsignalized)		
Trilogy EB left/right	A	9.0	0.04	3	A	9.5	0.11	9
FUTURE ANALYSIS INTERSECTIONS								
Boylston St/Brookline Ave/Park Drive	E	67.8	>1.00		F	>80.0	1.00	
Boylston WB left	F	>80.0	>1.00	#463	F	>80.0	>1.00	#502
Boylston WB right	F	>80.0	>1.00	#496	F	>80.0	>1.00	#515
Park NWB left/thru	D	35.2	0.49	130	D	42.2	0.76	206
Park NWB right/hard right	F	>80.0	>1.00	#450	D	49.7	0.71	#251
Brookline NEB left/thru	D	54.9	0.97	m#315	D	35.9	0.75	m#254
Brookline NEB right	A	8.7	0.73	355	A	6.4	0.71	m247
Brookline SWB thru	E	78.6	0.96	#225	F	>80.0	>1.00	#380
Brookline SWB right	F	>80.0	0.93	#242	F	>80.0	>1.00	#370
Brookline Avenue/Fenway/Riverway	D	46.7	0.94		C	33.3	0.86	
Fenway SEB left	C	27.0	0.76	m381	C	21.5	0.72	m302
Fenway SEB left/thru	C	25.2	0.77	m378	B	19.9	0.73	252
Fenway SEB right	B	18.5	0.34	m112	B	12.1	0.20	m65
Brookline NEB thru/right	D	36.0	0.84	296	E	60.5	>1.00	#513
Brookline SWB thru	F	>80.0	>1.00	m#466	C	25.1	0.98	m118

\# - 95th percentile queue exceeds capacity
m – Queue is metered by upstream intersection

LOS Summary - 2017 Build Conditions

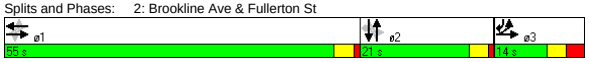
	AM Peak Hour Operations				PM Peak Hour Operations			
Intersection	LOS	Delay (sec.)	v/c	95th	LOS	Delay (sec.)	v/c	95th
Brookline Avenue/Kilmarnock/Fullerton	C	27.6	0.91		F	>80.0	>1.00	
Brookline EB left	C	21.2	0.80	#112	A	7.0	0.31	35
Brookline EB thru/right	A	5.9	0.52	180	A	6.1	0.48	170
Brookline WB left	B	11.7	0.24	22	E	69.5	0.76	#57
Brookline WB thru/right	D	38.4	0.94	#533	B	14.7	0.62	291
Kilmarnock NB left/thru/right	E	61.8	0.88	#248	F	>80.0	>1.00	#344
Fullerton SB left/thru	D	36.8	0.62	100	F	>80.0	>1.00	#339
Fullerton SB right	C	20.3	0.08	21	F	>80.0	>1.00	#253
Boylston Street/Kilmarnock Street	D	45.0	1.00		D	45.8	>1.00	
Boylston EB left/thru/right	C	34.8	>1.00	#589	E	79.7	>1.00	#664
Boylston WB left/thru/right	E	55.4	>1.00	m#454	A	7.0	0.63	208
Kilmarnock NB left/thru/right	D	39.4	0.42	54	D	36.7	0.46	63
Kilmarnock SB left	D	38.7	0.29	34	D	41.9	0.60	83
Kilmarnock SB thru/right	D	37.5	0.10	37	D	35.6	0.33	77
Brookline Avenue/Trilogy Driveway		(unsignalized)				(unsignalized)		
Trilogy NB left (illegal)/right	D	31.1	0.11	9	C	23.6	0.16	14
Kilmarnock Street/Van Ness Street		(unsignalized)				(unsignalized)		
Van Ness WB left/right	B	10.1	0.12	10	B	10.6	0.13	11
Kilmarnock Street/Trilogy Garage		(unsignalized)				(unsignalized)		
Trilogy EB left/right	A	9.4	0.08	7	A	9.9	0.16	14
FUTURE ANALYSIS INTERSECTIONS								
Boylston St/Brookline Ave/Park Drive	E	69.4	>1.00		F	>80.0	>1.00	
Boylston WB left	F	>80.0	>1.00	#468	F	>80.0	>1.00	#507
Boylston WB right	F	>80.0	>1.00	#497	F	>80.0	>1.00	#519
Park NWB left/thru	D	35.2	0.49	130	D	42.9	0.78	208
Park NWB right/hard right	F	>80.0	>1.00	#454	D	50.5	0.72	#255
Brookline NEB left/thru	E	56.3	0.97	m#317	D	35.9	0.77	m190
Brookline NEB right	A	8.4	0.73	355	A	6.4	0.71	m215
Brookline SWB thru	F	>80.0	0.97	#228	F	>80.0	>1.00	#384
Brookline SWB right	F	>80.0	0.95	#247	F	>80.0	>1.00	#373
Brookline Avenue/Fenway/Riverway	D	47.3	0.95		C	34.7	0.87	
Fenway SEB left	C	27.1	0.76	m383	C	21.8	0.73	m304
Fenway SEB left/thru	C	25.2	0.78	m380	C	20.0	0.74	254
Fenway SEB right	B	18.5	0.34	m112	B	12.1	0.20	m65
Brookline NEB thru/right	D	36.1	0.84	297	E	63.6	>1.00	#523
Brookline SWB thru	F	>80.0	>1.00	m#465	C	26.4	0.99	m118

\# - 95th percentile queue exceeds capacity
m – Queue is metered by upstream intersection

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	16	11	14	14	11	11	11	9	9	9
Storage Length (ft)	150		0	50		0	0		0	0		50
Storage Lanes	1		0	1		0	0		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			278			117			432	
Travel Time (s)		9.0			7.6			3.2			11.8	
Volume (vph)	151	357	46	43	322	101	50	78	11	32	42	56
Confl. Peds. (#/hr)			135	135		188	96		125	125		96
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.97	0.97	0.97	0.76	0.76	0.76
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	16	16	0	0	0	0	0	0
Parking (#/hr)		1	1									
Lane Group Flow (vph)	170	453	0	49	481	0	0	143	0	0	97	74
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Detector Phases	3	1 3		1	1		2	2		2	2	3
Minimum Initial (s)	4.0			8.0	8.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0			23.0	23.0		24.0	24.0		24.0	24.0	10.0
Total Split (s)	14.0	69.0	0.0	55.0	55.0	0.0	21.0	21.0	0.0	21.0	21.0	14.0
Total Split (%)	15.6%	76.7%	0.0%	61.1%	61.1%	0.0%	23.3%	23.3%	0.0%	23.3%	23.3%	15.6%
Yellow Time (s)	3.0			3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	3.0			1.0	1.0		1.0	1.0		1.0	1.0	3.0
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None			None	None		None	None		None	None	None
v/c Ratio	0.32	0.38		0.77	0.66			0.69			0.51	0.20
Control Delay	5.6	5.3		84.9	17.2			50.8			41.8	6.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	5.6	5.3		84.9	17.2			50.8			41.8	6.9
Queue Length 50th (ft)	24	76		19	156			73			49	0
Queue Length 95th (ft)	45	125		#88	256			#150			81	19
Internal Link Dist (ft)		250			198			37			352	
Turn Bay Length (ft)	150			50								50
Base Capacity (vph)	533	1209		73	827			271			253	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	0.32	0.37		0.67	0.58			0.53			0.38	0.19

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 72.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Brookline Ave & Fullerton St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	16	16	11	14	14	11	11	11	9	9	9
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.96		1.00	0.90			0.98			1.00	0.88
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.93			0.92	1.00
Frt	1.00	0.98		1.00	0.96			0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	1.00
Satd. Flow (prot)	1417	1535		1441	1353			1380			1328	1112
Flt Permitted	0.39	1.00		0.10	1.00			0.85			0.80	1.00
Satd. Flow (perm)	578	1535		156	1353			1187			1079	1112
Volume (vph)	151	357	46	43	322	101	50	78	11	32	42	56
Peak-hour factor, PHF	0.89	0.89	0.89	0.88	0.88	0.88	0.97	0.97	0.97	0.76	0.76	0.76
Adj. Flow (vph)	170	401	52	49	366	115	52	80	11	42	55	74
RTOR Reduction (vph)	0	5	0	0	13	0	0	3	0	0	0	52
Lane Group Flow (vph)	170	448	0	49	468	0	0	140	0	0	97	22
Confl. Peds. (#/hr)			135	135		188	96		125	125		96
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	16	16	0	0	0	0	0	0
Parking (#/hr)		1	1									
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Actuated Green, G (s)	47.4	53.4		38.9	38.9			10.5			10.5	19.0
Effective Green, g (s)	49.4	53.4		38.9	38.9			10.5			10.5	21.0
Actuated g/C Ratio	0.69	0.74		0.54	0.54			0.15			0.15	0.29
Clearance Time (s)	6.0			4.0	4.0			4.0			4.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	520	1140		84	732			173			158	387
v/s Ratio Prot	0.05	c0.29			c0.35							0.01
v/s Ratio Perm	0.18			0.31				c0.12			0.09	0.01
v/c Ratio	0.33	0.39		0.58	0.64			0.81			0.61	0.06
Uniform Delay, d1	4.6	3.4		11.1	11.6			29.7			28.8	18.3
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.4	0.2		9.9	1.8			23.3			6.9	0.1
Delay (s)	5.0	3.6		21.0	13.4			53.0			35.7	18.4
Level of Service	A	A		C	B			D			D	B
Approach Delay (s)		4.0			14.1			53.0			28.2	
Approach LOS		A			B			D			C	

Intersection Summary					
HCM Average Control Delay	15.2	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.63				
Actuated Cycle Length (s)	71.9	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	63.9%	ICU Level of Service		B	
Analysis Period (min)	15				

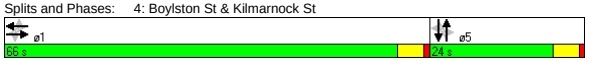
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	14	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		748			633			347			198	
Travel Time (s)		20.4			17.3			9.5			5.4	
Volume (vph)	39	1052	25	15	1060	57	23	9	40	43	8	44
Confl. Peds. (#/hr)	25		33	33		25	46		32	32		46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	7%	7%	7%	4%	4%	4%
Parking (#/hr)			1			1						
Lane Group Flow (vph)	0	1163	0	0	1179	0	0	92	0	49	59	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Detector Phases	1	1		1	1		5	5		5	5	
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		20.0	20.0		20.0	20.0	
Total Split (s)	66.0	66.0	0.0	66.0	66.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	73.3%	73.3%	0.0%	73.3%	73.3%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
v/c Ratio		0.87			0.88			0.47		0.43	0.32	
Control Delay		13.1			18.0			26.8		47.8	17.9	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		13.1			18.0			26.8		47.8	17.9	
Queue Length 50th (ft)		146			200			22		27	5	
Queue Length 95th (ft)		m141			m214			51		57	37	
Internal Link Dist (ft)		668			553			267			118	
Turn Bay Length (ft)										100		
Base Capacity (vph)		1333			1334			337		227	312	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.87			0.88			0.27		0.22	0.19	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Boylston St & Kilmarnock St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	12	13	12	12	14	12	10	10	12
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00			0.96		1.00	0.92	
Flpb, ped/bikes		1.00			1.00			0.97		0.95	1.00	
Frt		1.00			0.99			0.93		1.00	0.87	
Flt Protected		1.00			1.00			0.98		0.95	1.00	
Satd. Flow (prot)		1600			1600			1452		1391	1227	
Flt Permitted		0.87			0.93			0.87		0.63	1.00	
Satd. Flow (perm)		1600			1600			1286		924	1227	
Volume (vph)	39	1052	25	15	1060	57	23	9	40	43	8	44
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.78	0.78	0.78	0.88	0.88	0.88
Adj. Flow (vph)	41	1096	26	16	1104	59	29	12	51	49	9	50
RTOR Reduction (vph)	0	1	0	0	2	0	0	46	0	0	45	0
Lane Group Flow (vph)	0	1162	0	0	1177	0	0	46	0	49	14	0
Confl. Peds. (#/hr)	25		33	33		25	46		32	32		46
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	7%	7%	7%	4%	4%	4%
Parking (#/hr)			1			1						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		72.1			72.1			7.9		7.9	7.9	
Effective Green, g (s)		73.1			73.1			8.9		8.9	8.9	
Actuated g/C Ratio		0.81			0.81			0.10		0.10	0.10	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		1300			1300			127		91	121	
v/s Ratio Prot											0.01	
v/s Ratio Perm		0.73			0.74			0.04		c0.05		
v/c Ratio		0.89			0.91			0.36		0.54	0.12	
Uniform Delay, d1		5.8			6.0			37.9		38.6	37.0	
Progression Factor		1.30			2.23			1.00		1.00	1.00	
Incremental Delay, d2		2.6			1.2			0.6		3.0	0.2	
Delay (s)		10.1			14.5			38.5		41.6	37.1	
Level of Service		B			B			D		D	D	
Approach Delay (s)		10.1			14.5			38.5			39.2	
Approach LOS		B			B			D			D	

Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	495	14	8	365	2	9
Peak Hour Factor	0.88	0.88	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	562	16	9	397	2	10
Pedestrians	49			44	141	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	12	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	398			330		
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			719		1175	755
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			671		1205	713
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			99		99	97
cM capacity (veh/h)			661		146	315

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	578	405	12
Volume Left	0	9	2
Volume Right	16	0	10
cSH	1700	661	261
Volume to Capacity	0.34	0.01	0.05
Queue Length 95th (ft)	0	1	4
Control Delay (s)	0.0	0.4	19.5
Lane LOS		A	C
Approach Delay (s)	0.0	0.4	19.5
Approach LOS			C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	41	63	76	0	0	131
Peak Hour Factor	0.81	0.81	0.93	0.93	0.88	0.88
Hourly flow rate (vph)	51	78	82	0	0	149
Pedestrians						15
Lane Width (ft)						13.0
Walking Speed (ft/s)						4.0
Percent Blockage						1
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			298			117
pX, platoon unblocked						
vC, conflicting volume	231	97			82	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231	97			82	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	93	92			100	
cM capacity (veh/h)	747	933			1516	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	128	82	149
Volume Left	51	0	0
Volume Right	78	0	0
cSH	850	1700	1700
Volume to Capacity	0.15	0.05	0.09
Queue Length 95th (ft)	13	0	0
Control Delay (s)	10.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	10.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	6	23	33	69	140	32
Peak Hour Factor	0.73	0.73	0.93	0.93	0.88	0.88
Hourly flow rate (vph)	8	32	35	74	159	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				198	217	
pX, platoon unblocked						
vC, conflicting volume	322	177	195			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	322	177	195			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	97			
cM capacity (veh/h)	658	871	1377			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	40	110	195
Volume Left	8	35	0
Volume Right	32	0	36
cSH	816	1377	1700
Volume to Capacity	0.05	0.03	0.11
Queue Length 95th (ft)	4	2	0
Control Delay (s)	9.6	2.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.6	2.6	0.0
Approach LOS	A		

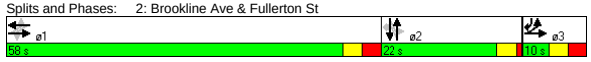
Intersection Summary			
Average Delay		1.9	
Intersection Capacity Utilization		29.7%	ICU Level of Service A
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	16	11	14	14	11	11	11	9	9	9
Storage Length (ft)	150		0	50		0	0		0	0		50
Storage Lanes	1		0	1		0	0		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		329			278			126			432	
Travel Time (s)		9.0			7.6			3.4			11.8	
Volume (vph)	84	345	25	45	376	43	86	41	61	71	74	136
Confl. Peds. (#/hr)	455		199	199		455	234		193	193		234
Confl. Bikes (#/hr)			9			28			2			3
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87
Heavy Vehicles (%)	6%	6%	6%	7%	7%	7%	10%	10%	10%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	11	11	0	0	0	0	0	0
Parking (#/hr)		1	1									
Lane Group Flow (vph)	92	406	0	46	432	0	0	202	0	0	167	156
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Detector Phases	3	1 3		1	1		2	2		2	2	3
Minimum Initial (s)	4.0			4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0			58.0	58.0		20.0	20.0		20.0	20.0	10.0
Total Split (s)	10.0	68.0	0.0	58.0	58.0	0.0	22.0	22.0	0.0	22.0	22.0	10.0
Total Split (%)	11.1%	75.6%	0.0%	64.4%	64.4%	0.0%	24.4%	24.4%	0.0%	24.4%	24.4%	11.1%
Yellow Time (s)	3.0			3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	3.0			3.0	3.0		1.0	1.0		1.0	1.0	3.0
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None			Max	Max		None	None		None	None	None
v/c Ratio	0.24	0.36		0.68	0.48			1.38			0.90	0.64
Control Delay	5.7	6.0		64.6	12.0			237.9			82.9	32.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	5.7	6.0		64.6	12.0			237.9			82.9	32.1
Queue Length 50th (ft)	14	74		16	123			~144			94	42
Queue Length 95th (ft)	27	117		#85	195			#282			#203	#96
Internal Link Dist (ft)		249			198			46			352	
Turn Bay Length (ft)	150			50								50
Base Capacity (vph)	383	1115		68	902			146			185	242
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	0.24	0.36		0.68	0.48			1.38			0.90	0.64

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ 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: Brookline Ave & Fullerton St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	16	16	11	14	14	11	11	11	9	9	9
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.97		1.00	0.93			0.83			1.00	0.59
Flpb, ped/bikes	0.89	1.00		1.00	1.00			0.83			0.87	1.00
Frt	1.00	0.99		1.00	0.98			0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	1.00
Satd. Flow (prot)	1267	1564		1468	1495			965			1264	753
Flt Permitted	0.44	1.00		0.07	1.00			0.64			0.71	1.00
Satd. Flow (perm)	589	1564		114	1495			633			924	753
Volume (vph)	84	345	25	45	376	43	86	41	61	71	74	136
Peak-hour factor, PHF	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	92	379	27	46	388	44	92	44	66	82	85	156
RTOR Reduction (vph)	0	3	0	0	4	0	0	19	0	0	0	41
Lane Group Flow (vph)	92	403	0	46	428	0	0	183	0	0	167	115
Confl. Peds. (#/hr)	455		199	199		455	234		193	193		234
Confl. Bikes (#/hr)			9			28			2			3
Heavy Vehicles (%)	6%	6%	6%	7%	7%	7%	10%	10%	10%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	11	11	0	0	0	0	0	0
Parking (#/hr)		1	1									
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Actuated Green, G (s)	56.0	62.0		52.0	52.0			18.0			18.0	22.0
Effective Green, g (s)	60.0	64.0		54.0	54.0			18.0			18.0	24.0
Actuated g/C Ratio	0.67	0.71		0.60	0.60			0.20			0.20	0.27
Clearance Time (s)	6.0			6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	438	1112		68	897			127			185	234
v/s Ratio Prot	0.01	0.26			0.29							c0.03
v/s Ratio Perm	0.13			c0.40				c0.29			0.18	0.12
v/c Ratio	0.21	0.36		0.68	0.48			1.44			0.90	0.49
Uniform Delay, d1	5.7	5.1		12.1	10.1			36.0			35.1	27.8
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.2	0.2		42.8	1.8			236.5			39.7	1.6
Delay (s)	6.0	5.3		54.9	11.9			272.5			74.9	29.5
Level of Service	A	A		D	B			F			E	C
Approach Delay (s)		5.4			16.0			272.5			53.0	
Approach LOS		A			B			F			D	

Intersection Summary

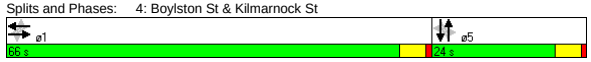
HCM Average Control Delay	55.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	14	12	12	16	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		748			633			347			187	
Travel Time (s)		20.4			17.3			9.5			5.1	
Volume (vph)	24	1024	48	22	882	37	23	20	35	111	45	83
Confl. Peds. (#/hr)	47		79	79		47	126		73	73		126
Confl. Bikes (#/hr)			5			8			7			7
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)			1			1						
Lane Group Flow (vph)	0	1142	0	0	990	0	0	96	0	121	139	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Detector Phases	1	1		1	1		5	5		5	5	
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		24.0	24.0		24.0	24.0	
Total Split (s)	66.0	66.0	0.0	66.0	66.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	73.3%	73.3%	0.0%	73.3%	73.3%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
v/c Ratio		0.96			0.53			0.37		0.71	0.44	
Control Delay		20.9			7.8			23.0		56.4	17.4	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		20.9			7.8			23.0		56.4	17.4	
Queue Length 50th (ft)		141			76			27		65	24	
Queue Length 95th (ft)		m#401			178			58		119	73	
Internal Link Dist (ft)		668			553			267			107	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1195			1866			332		229	388	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.96			0.53			0.29		0.53	0.36	

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 1:EBWB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: Boylston St & Kilmarnock St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	12	13	12	12	14	12	12	16	12
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00			0.93		1.00	0.83	
Flpb, ped/bikes		1.00			1.00			0.95		0.89	1.00	
Frt		0.99			0.99			0.94		1.00	0.90	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		1600			2743			1486		1424	1431	
Flt Permitted		0.92			0.91			0.88		0.67	1.00	
Satd. Flow (perm)		1600			2502			1330		1000	1431	
Volume (vph)	24	1024	48	22	882	37	23	20	35	111	45	83
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	25	1067	50	23	928	39	28	25	43	121	49	90
RTOR Reduction (vph)	0	3	0	0	3	0	0	35	0	0	75	0
Lane Group Flow (vph)	0	1139	0	0	987	0	0	61	0	121	64	0
Confl. Peds. (#/hr)	47		79	79		47	126		73	73		126
Confl. Bikes (#/hr)			5			8			7			7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)			1			1						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		66.1			66.1			13.9		13.9	13.9	
Effective Green, g (s)		67.1			67.1			14.9		14.9	14.9	
Actuated g/C Ratio		0.75			0.75			0.17		0.17	0.17	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		1193			1865			220		166	237	
v/s Ratio Prot											0.04	
v/s Ratio Perm		0.71			0.39			0.05		c0.12		
v/c Ratio		0.95			0.53			0.28		0.73	0.27	
Uniform Delay, d1		10.1			4.8			32.8		35.6	32.8	
Progression Factor		0.84			1.27			1.00		1.00	1.00	
Incremental Delay, d2		8.8			0.7			0.3		12.7	0.2	
Delay (s)		17.2			6.8			33.1		48.3	33.0	
Level of Service		B			A			C		D	C	
Approach Delay (s)		17.2			6.8			33.1			40.1	
Approach LOS		B			A			C			D	

Intersection Summary					
HCM Average Control Delay	16.1	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.91				
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		8.0	
Intersection Capacity Utilization	96.2%	ICU Level of Service		F	
Analysis Period (min)	15				

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	419	7	9	570	1	12
Peak Hour Factor	0.95	0.95	0.97	0.97	0.46	0.46
Hourly flow rate (vph)	441	7	9	588	2	26
Pedestrians	53			43	206	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	17	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	399			329		
pX, platoon unblocked			0.88		0.93	0.88
vC, conflicting volume			654		1310	694
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			606		1154	651
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	92
cM capacity (veh/h)			699		160	331

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	448	597	28
Volume Left	0	9	2
Volume Right	7	0	26
cSH	1700	699	306
Volume to Capacity	0.26	0.01	0.09
Queue Length 95th (ft)	0	1	8
Control Delay (s)	0.0	0.4	18.0
Lane LOS		A	C
Approach Delay (s)	0.0	0.4	18.0
Approach LOS			C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	74	115	73	0	0	144
Peak Hour Factor	0.82	0.82	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	90	140	84	0	0	160
Pedestrians						17
Lane Width (ft)						13.0
Walking Speed (ft/s)						4.0
Percent Blockage						2
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			292			126
pX, platoon unblocked						
vC, conflicting volume	244	101			84	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	244	101			84	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	88	85			100	
cM capacity (veh/h)	731	924			1513	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	230	84	160
Volume Left	90	0	0
Volume Right	140	0	0
cSH	838	1700	1700
Volume to Capacity	0.28	0.05	0.09
Queue Length 95th (ft)	28	0	0
Control Delay (s)	10.9	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.9	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	19	55	12	54	198	11
Peak Hour Factor	0.77	0.77	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	25	71	14	62	220	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				187	231	
pX, platoon unblocked						
vC, conflicting volume	316	226	232			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316	226	232			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	91	99			
cM capacity (veh/h)	674	818	1335			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	96	76	232
Volume Left	25	14	0
Volume Right	71	0	12
cSH	776	1335	1700
Volume to Capacity	0.12	0.01	0.14
Queue Length 95th (ft)	11	1	0
Control Delay (s)	10.3	1.5	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	1.5	0.0
Approach LOS	B		

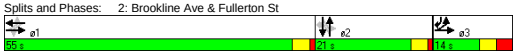
Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	16	11	14	14	11	11	11	9	9	9
Storage Length (ft)	150		0	50		0	0		0	0		50
Storage Lanes	1		0	1		0	0		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			278			117			432	
Travel Time (s)		9.0			7.6			3.2			11.8	
Volume (vph)	265	460	45	15	400	180	60	125	10	40	50	75
Confl. Peds. (#/hr)			135	135		188	96		125	125		96
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.97	0.97	0.97	0.76	0.76	0.76
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	16	16	0	0	0	0	0	0
Parking (#/hr)		1	1									
Lane Group Flow (vph)	298	568	0	17	660	0	0	201	0	0	119	99
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Detector Phases	3	1 3		1	1		2	2		2	2	3
Minimum Initial (s)	4.0			8.0	8.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0			23.0	23.0		24.0	24.0		24.0	24.0	10.0
Total Split (s)	14.0	69.0	0.0	55.0	55.0	0.0	21.0	21.0	0.0	21.0	21.0	14.0
Total Split (%)	15.6%	76.7%	0.0%	61.1%	61.1%	0.0%	23.3%	23.3%	0.0%	23.3%	23.3%	15.6%
Yellow Time (s)	3.0			3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	3.0			1.0	1.0		1.0	1.0		1.0	1.0	3.0
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None			None	None		None	None		None	None	None
v/c Ratio	0.77	0.51		0.27	0.95			0.86			0.64	0.25
Control Delay	21.4	7.2		22.7	41.6			68.6			51.3	6.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	21.4	7.2		22.7	41.6			68.6			51.3	6.6
Queue Length 50th (ft)	50	115		5	296			110			63	0
Queue Length 95th (ft)	#111	177		22	#531			#236			100	21
Internal Link Dist (ft)		250			198			37			352	
Turn Bay Length (ft)	150			50								50
Base Capacity (vph)	387	1136		68	740			253			201	392
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	0.77	0.50		0.25	0.89			0.79			0.59	0.25

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 83.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Brookline Ave & Fullerton St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	16	16	11	14	14	11	11	11	9	9	9
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.97		1.00	0.85			0.98			1.00	0.84
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.94			0.92	1.00
Frt	1.00	0.99		1.00	0.95			0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	1.00
Satd. Flow (prot)	1417	1547		1441	1263			1405			1333	1058
Flt Permitted	0.25	1.00		0.09	1.00			0.87			0.73	1.00
Satd. Flow (perm)	372	1547		135	1263			1234			999	1058
Volume (vph)	265	460	45	15	400	180	60	125	10	40	50	75
Peak-hour factor, PHF	0.89	0.89	0.89	0.88	0.88	0.88	0.97	0.97	0.97	0.76	0.76	0.76
Adj. Flow (vph)	298	517	51	17	455	205	62	129	10	53	66	99
RTOR Reduction (vph)	0	4	0	0	19	0	0	2	0	0	0	68
Lane Group Flow (vph)	298	564	0	17	641	0	0	199	0	0	119	31
Confl. Peds. (#/hr)			135	135		188	96		125	125		96
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	16	16	0	0	0	0	0	0
Parking (#/hr)		1	1									
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Actuated Green, G (s)	53.1	59.1		44.9	44.9			15.6			15.6	23.8
Effective Green, g (s)	55.1	59.1		44.9	44.9			15.6			15.6	25.8
Actuated g/C Ratio	0.67	0.71		0.54	0.54			0.19			0.19	0.31
Clearance Time (s)	6.0			4.0	4.0			4.0			4.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	377	1106		73	686			233			188	381
v/s Ratio Prot	c0.10	0.36			c0.51							0.01
v/s Ratio Perm	0.43			0.13				c0.16			0.12	0.02
v/c Ratio	0.79	0.51		0.23	0.93			0.85			0.63	0.08
Uniform Delay, d1	9.6	5.3		9.9	17.5			32.4			30.9	20.1
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	10.8	0.4		1.6	19.8			24.7			6.8	0.1
Delay (s)	20.3	5.7		11.5	37.3			57.1			37.7	20.2
Level of Service	C	A		B	D			E			D	C
Approach Delay (s)		10.7			36.7			57.1			29.7	
Approach LOS		B			D			E			C	

Intersection Summary

HCM Average Control Delay	26.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

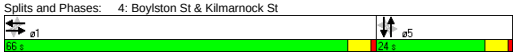
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	14	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		748			633			347			198	
Travel Time (s)		20.4			17.3			9.5			5.4	
Volume (vph)	20	1220	25	15	1260	70	25	10	40	15	5	45
Confl. Peds. (#/hr)	25		33	33		25	46		32	32		46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	7%	7%	7%	4%	4%	4%
Parking (#/hr)			1			1						
Lane Group Flow (vph)	0	1318	0	0	1401	0	0	96	0	17	57	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Detector Phases	1	1		1	1		5	5		5	5	
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		20.0	20.0		20.0	20.0	
Total Split (s)	66.0	66.0	0.0	66.0	66.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	73.3%	73.3%	0.0%	73.3%	73.3%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
v/c Ratio		0.98			1.04			0.51		0.16	0.33	
Control Delay		32.4			46.6			29.3		38.0	17.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		32.4			46.6			29.3		38.0	17.3	
Queue Length 50th (ft)		~293			~300			25		9	3	
Queue Length 95th (ft)		#589			m#451			54		27	35	
Internal Link Dist (ft)		668			553			267			118	
Turn Bay Length (ft)										100		
Base Capacity (vph)		1342			1344			336		224	309	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.98			1.04			0.29		0.08	0.18	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Boylston St & Kilmarnock St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	12	13	12	12	14	12	10	10	12
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00			0.96		1.00	0.91	
Flpb, ped/bikes		1.00			1.00			0.97		0.96	1.00	
Frt		1.00			0.99			0.93		1.00	0.87	
Flt Protected		1.00			1.00			0.98		0.95	1.00	
Satd. Flow (prot)		1600			1600			1456		1392	1211	
Flt Permitted		0.92			0.93			0.87		0.61	1.00	
Satd. Flow (perm)		1600			1600			1283		895	1211	
Volume (vph)	20	1220	25	15	1260	70	25	10	40	15	5	45
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.78	0.78	0.78	0.88	0.88	0.88
Adj. Flow (vph)	21	1271	26	16	1312	73	32	13	51	17	6	51
RTOR Reduction (vph)	0	1	0	0	3	0	0	46	0	0	46	0
Lane Group Flow (vph)	0	1317	0	0	1398	0	0	50	0	17	11	0
Confl. Peds. (#/hr)	25		33	33		25	46		32	32		46
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	7%	7%	7%	4%	4%	4%
Parking (#/hr)			1			1						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		72.6			72.6			7.4		7.4	7.4	
Effective Green, g (s)		73.6			73.6			8.4		8.4	8.4	
Actuated g/C Ratio		0.82			0.82			0.09		0.09	0.09	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		1308			1308			120		84	113	
v/s Ratio Prot											0.01	
v/s Ratio Perm		0.82			0.87			c0.04		0.02		
v/c Ratio		1.01			1.07			0.41		0.20	0.10	
Uniform Delay, d1		8.2			8.2			38.5		37.7	37.3	
Progression Factor		1.00			2.14			1.00		1.00	1.00	
Incremental Delay, d2		26.6			37.0			0.8		0.4	0.1	
Delay (s)		34.8			54.5			39.3		38.1	37.5	
Level of Service		C			D			D		D	D	
Approach Delay (s)		34.8			54.5			39.3			37.6	
Approach LOS		C			D			D			D	

Intersection Summary

HCM Average Control Delay	44.6	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

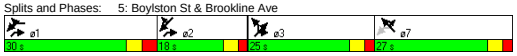
c Critical Lane Group

Lane Group	WBL	WBR	WBR2	NWL	NWT	NWR	NWR2	NEL	NET	NER	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	10	11	12	12	12	12
Storage Length (ft)	0	0		0		0		0		0		150
Storage Lanes	2	1		0		1		0		2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50		50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Turning Speed (mph)	15	9	9	15		9	9	15		9		9
Right Turn on Red			No				No					No
Link Speed (mph)	25				25				25		25	
Link Distance (ft)	748				256				262		398	
Travel Time (s)	20.4				7.0				7.1		10.9	
Volume (vph)	735	475	15	115	310	225	100	120	490	1205	305	170
Confl. Peds. (#/hr)		95	157			157	154	95		154		95
Confl. Bikes (#/hr)		1	1							5		10
Peak Hour Factor	0.97	0.97	0.97	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	3%	3%	3%	12%	12%
Lane Group Flow (vph)	889	374	0	0	483	370	0	0	635	1255	363	154
Turn Type		Prot		Perm		custom		Split		custom		Prot
Protected Phases	1	1			7	7		3	3	1 2 3	2	2
Permitted Phases				7		7						
Detector Phases	1	1		7	7	7		3	3	1 2 3	2	2
Minimum Initial (s)	14.0	14.0		20.0	20.0	20.0		5.0	5.0		15.0	15.0
Minimum Split (s)	24.0	24.0		27.0	27.0	27.0		10.0	10.0		22.0	22.0
Total Split (s)	30.0	30.0	0.0	27.0	27.0	27.0	0.0	25.0	25.0	73.0	18.0	18.0
Total Split (%)	30.0%	30.0%	0.0%	27.0%	27.0%	27.0%	0.0%	25.0%	25.0%	73.0%	18.0%	18.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
All-Red Time (s)	3.0	3.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lead/Lag	Lead	Lead									Lag	Lag
Lead-Lag Optimize?	Yes	Yes									Yes	Yes
Recall Mode	C-Max	C-Max		Max	Max	Max		Max	Max		Min	Min
v/c Ratio	1.14	1.10			0.49	1.19			0.97	0.73	0.96	0.93
Control Delay	113.3	113.9			35.4	148.7			56.6	9.4	81.3	99.1
Queue Delay	12.9	0.0			0.2	0.0			68.6	12.1	43.9	0.0
Total Delay	126.2	113.9			35.6	148.7			125.2	21.6	125.2	99.1
Queue Length 50th (ft)	~343	~298			98	~286			204	197	128	107
Queue Length 95th (ft)	#463	#496			130	#450			m#315	355	#225	#242
Internal Link Dist (ft)	668				176				182		318	
Turn Bay Length (ft)												150
Base Capacity (vph)	780	341			985	311			656	1714	378	165
Starvation Cap Reductn	0	0			0	0			112	454	0	0
Spillback Cap Reductn	20	0			109	0			0	0	50	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	1.17	1.10			0.55	1.19			1.17	1.00	1.11	0.93

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 1:WBL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Boylston St & Brookline Ave



Movement	WBL	WBR	WBR2	NWL	NWT	NWR	NWR2	NEL	NET	NER	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	11	11	10	11	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91			0.91	1.00			0.95	0.88	0.91	0.91
Frpb, ped/bikes	0.97	1.00			1.00	1.00			1.00	1.00	0.98	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00
Frt	0.98	0.85			1.00	0.85			1.00	0.85	0.99	0.85
Flt Protected	0.96	1.00			0.99	1.00			0.99	1.00	1.00	1.00
Satd. Flow (prot)	3000	1310			4281	1351			3124	2484	2699	1181
Flt Permitted	0.96	1.00			0.99	1.00			0.99	1.00	1.00	1.00
Satd. Flow (perm)	3000	1310			4281	1351			3124	2484	2699	1181
Volume (vph)	735	475	15	115	310	225	100	120	490	1205	305	170
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.92	0.92
Adj. Flow (vph)	758	490	15	131	352	256	114	125	510	1255	332	185
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	889	374	0	0	483	370	0	0	635	1255	363	154
Confl. Peds. (#/hr)		95	157			157	154	95		154		95
Confl. Bikes (#/hr)		1	1							5		10
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	3%	3%	3%	12%	12%
Turn Type		Prot		Perm		custom		Split		custom		Prot
Protected Phases	1	1			7	7		3	3	1 2 3	2	2
Permitted Phases				7		7						
Actuated Green, G (s)	24.0	24.0			22.0	22.0			20.0	68.0	13.0	13.0
Effective Green, g (s)	26.0	26.0			23.0	23.0			21.0	69.0	14.0	14.0
Actuated g/C Ratio	0.26	0.26			0.23	0.23			0.21	0.69	0.14	0.14
Clearance Time (s)	6.0	6.0			5.0	5.0			5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	780	341			985	311			656	1714	378	165
v/s Ratio Prot	c0.30	0.29				c0.27			c0.20	0.51	c0.13	0.13
v/s Ratio Perm					0.11							
v/c Ratio	1.14	1.10			0.49	1.19			0.97	0.73	0.96	0.93
Uniform Delay, d1	37.0	37.0			33.4	38.5			39.2	9.7	42.7	42.5
Progression Factor	1.00	1.00			1.00	1.00			0.90	0.77	1.00	1.00
Incremental Delay, d2	78.0	77.3			1.7	112.8			19.8	0.9	35.9	50.5
Delay (s)	115.0	114.3			35.2	151.3			55.2	8.4	78.6	93.1
Level of Service	F	F			D	F			E	A	E	F
Approach Delay (s)	114.8				85.6				24.1		82.9	
Approach LOS	F				F				C		F	

Intersection Summary

HCM Average Control Delay	67.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

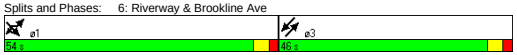
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1600	1900
Lane Width (ft)	11	11	10	12	12	12	12	12	12	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50					50			50	
Trailing Detector (ft)	0	0	0					0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			No			Yes			No			No
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		341			1051			103			262	
Travel Time (s)		9.3			28.7			2.8			7.1	
Volume (vph)	955	630	215	0	0	0	0	860	50	0	1155	0
Confl. Peds. (#/hr)			109						96			
Confl. Bikes (#/hr)			14						8			7
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	5%	5%	5%
Lane Group Flow (vph)	532	1119	224	0	0	0	0	1058	0	0	1255	0
Turn Type	Split		Prot									
Protected Phases	1	1	1					3			3	
Permitted Phases												
Detector Phases	1	1	1					3			3	
Minimum Initial (s)	10.0	10.0	10.0					45.0			45.0	
Minimum Split (s)	35.0	35.0	35.0					50.0			50.0	
Total Split (s)	54.0	54.0	54.0	0.0	0.0	0.0	0.0	46.0	0.0	0.0	46.0	0.0
Total Split (%)	54.0%	54.0%	54.0%	0.0%	0.0%	0.0%	0.0%	46.0%	0.0%	0.0%	46.0%	0.0%
Yellow Time (s)	3.0	3.0	3.0					3.0			3.0	
All-Red Time (s)	2.0	2.0	2.0					2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Max			Max	
v/c Ratio	0.76	0.77	0.34					0.84			1.15	
Control Delay	28.2	25.7	19.1					36.7			90.8	
Queue Delay	17.2	21.6	0.9					3.8			41.3	
Total Delay	45.4	47.3	20.0					40.5			132.1	
Queue Length 50th (ft)	279	294	95					235			~505	
Queue Length 95th (ft)	m381	m378	m112					296			m#466	
Internal Link Dist (ft)		261			971			23			182	
Turn Bay Length (ft)												
Base Capacity (vph)	701	1445	665					1259			1095	
Starvation Cap Reductn	165	357	232					0			83	
Spillback Cap Reductn	50	105	0					131			0	
Storage Cap Reductn	0	0	0					0			0	
Reduced v/c Ratio	0.99	1.03	0.52					0.94			1.24	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 1:SETL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Riverway & Brookline Ave



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1600	1900
Lane Width	11	11	10	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.91	0.91	1.00					0.95			0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (prot)	1401	2890	1330					2998			2606	
Flt Permitted	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (perm)	1401	2890	1330					2998			2606	
Volume (vph)	955	630	215	0	0	0	0	860	50	0	1155	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	995	656	224	0	0	0	0	1000	58	0	1255	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	532	1119	224	0	0	0	0	1058	0	0	1255	0
Confl. Peds. (#/hr)			109						96			
Confl. Bikes (#/hr)			14						8			7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	5%	5%	5%
Turn Type	Split		Prot									
Protected Phases	1	1	1					3			3	
Permitted Phases												
Actuated Green, G (s)	49.0	49.0	49.0					41.0			41.0	
Effective Green, g (s)	50.0	50.0	50.0					42.0			42.0	
Actuated g/C Ratio	0.50	0.50	0.50					0.42			0.42	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	2.0	2.0	2.0					2.0			2.0	
Lane Grp Cap (vph)	701	1445	665					1259			1095	
v/s Ratio Prot	0.38	c0.39	0.17					0.35			c0.48	
v/s Ratio Perm												
v/c Ratio	0.76	0.77	0.34					0.84			1.15	
Uniform Delay, d1	20.1	20.4	15.0					26.0			29.0	
Progression Factor	1.11	1.11	1.18					1.19			0.68	
Incremental Delay, d2	4.6	2.5	0.8					5.0			68.7	
Delay (s)	27.0	25.2	18.5					36.0			88.4	
Level of Service	C	C	B					D			F	
Approach Delay (s)		24.9			0.0			36.0			88.4	
Approach LOS		C			A			D			F	

Intersection Summary

HCM Average Control Delay	46.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	715	14	8	470	2	9
Peak Hour Factor	0.88	0.88	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	812	16	9	511	2	10
Pedestrians	49			44	141	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	12	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	398			330		
pX, platoon unblocked			0.78		0.78	0.78
vC, conflicting volume			969		1539	1005
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			961		1691	1007
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			98		97	95
cM capacity (veh/h)			468		67	195

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	828	520	12
Volume Left	0	9	2
Volume Right	16	0	10
cSH	1700	468	145
Volume to Capacity	0.49	0.02	0.08
Queue Length 95th (ft)	0	1	7
Control Delay (s)	0.0	0.5	32.1
Lane LOS		A	D
Approach Delay (s)	0.0	0.5	32.1
Approach LOS			D

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	10	65	130	1	65	45
Peak Hour Factor	0.81	0.81	0.93	0.93	0.88	0.88
Hourly flow rate (vph)	12	80	140	1	74	51
Pedestrians						15
Lane Width (ft)						13.0
Walking Speed (ft/s)						4.0
Percent Blockage						1
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			298			117
pX, platoon unblocked						
vC, conflicting volume	339	155			141	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	339	155			141	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	98	91			95	
cM capacity (veh/h)	613	866			1442	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	93	141	125
Volume Left	12	0	74
Volume Right	80	1	0
cSH	821	1700	1442
Volume to Capacity	0.11	0.08	0.05
Queue Length 95th (ft)	9	0	4
Control Delay (s)	9.9	0.0	4.7
Lane LOS	A		A
Approach Delay (s)	9.9	0.0	4.7
Approach LOS	A		

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	6	23	33	120	25	32
Peak Hour Factor	0.73	0.73	0.93	0.93	0.88	0.88
Hourly flow rate (vph)	8	32	35	129	28	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				198	217	
pX, platoon unblocked						
vC, conflicting volume	247	47	65			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	247	47	65			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	97	98			
cM capacity (veh/h)	729	1028	1537			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	40	165	65
Volume Left	8	35	0
Volume Right	32	0	36
cSH	948	1537	1700
Volume to Capacity	0.04	0.02	0.04
Queue Length 95th (ft)	3	2	0
Control Delay (s)	9.0	1.7	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	1.7	0.0
Approach LOS	A		

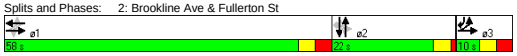
Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	16	11	14	14	11	11	11	9	9	9
Storage Length (ft)	150		0	50		0	0		0	0		50
Storage Lanes	1		0	1		0	0		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		329			278			126			432	
Travel Time (s)		9.0			7.6			3.4			11.8	
Volume (vph)	110	425	50	50	485	55	100	50	45	115	115	235
Confl. Peds. (#/hr)	455		199	199		455	234		193	193		234
Confl. Bikes (#/hr)			9			28			2			3
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87
Heavy Vehicles (%)	6%	6%	6%	7%	7%	7%	10%	10%	10%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	11	11	0	0	0	0	0	0
Parking (#/hr)		1	1									
Lane Group Flow (vph)	121	522	0	52	557	0	0	210	0	0	264	270
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Detector Phases	3	1 3		1	1		2	2		2	2	3
Minimum Initial (s)	4.0			4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0			58.0	58.0		20.0	20.0		20.0	20.0	10.0
Total Split (s)	10.0	68.0	0.0	58.0	58.0	0.0	22.0	22.0	0.0	22.0	22.0	10.0
Total Split (%)	11.1%	75.6%	0.0%	64.4%	64.4%	0.0%	24.4%	24.4%	0.0%	24.4%	24.4%	11.1%
Yellow Time (s)	3.0			3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	3.0			3.0	3.0		1.0	1.0		1.0	1.0	3.0
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None			Max	Max		None	None		None	None	None
v/c Ratio	0.34	0.48		0.76	0.62			2.21			1.43	1.16
Control Delay	6.9	7.3		80.2	14.9			598.5			251.3	138.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	6.9	7.3		80.2	14.9			598.5			251.3	138.9
Queue Length 50th (ft)	18	106		20	181			~190			~205	~140
Queue Length 95th (ft)	35	167		#57	287			#330			#340	#252
Internal Link Dist (ft)		249			198			46			352	
Turn Bay Length (ft)	150			50								50
Base Capacity (vph)	355	1086		68	901			95			185	232
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	0.34	0.48		0.76	0.62			2.21			1.43	1.16

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ 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: Brookline Ave & Fullerton St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	16	16	11	14	14	11	11	11	9	9	9
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.94		1.00	0.93			0.88			1.00	0.59
Flpb, ped/bikes	0.94	1.00		1.00	1.00			0.86			0.87	1.00
Frt	1.00	0.98		1.00	0.98			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.98	1.00
Satd. Flow (prot)	1345	1522		1468	1495			1076			1266	753
Flt Permitted	0.35	1.00		0.07	1.00			0.38			0.71	1.00
Satd. Flow (perm)	500	1522		114	1495			416			924	753
Volume (vph)	110	425	50	50	485	55	100	50	45	115	115	235
Peak-hour factor, PHF	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	121	467	55	52	500	57	108	54	48	132	132	270
RTOR Reduction (vph)	0	5	0	0	4	0	0	12	0	0	0	32
Lane Group Flow (vph)	121	517	0	52	553	0	0	198	0	0	264	238
Confl. Peds. (#/hr)	455		199	199		455	234		193	193		234
Confl. Bikes (#/hr)			9			28			2			3
Heavy Vehicles (%)	6%	6%	6%	7%	7%	7%	10%	10%	10%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	11	11	0	0	0	0	0	0
Parking (#/hr)		1	1									
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Actuated Green, G (s)	56.0	62.0		52.0	52.0			18.0			18.0	22.0
Effective Green, g (s)	60.0	64.0		54.0	54.0			18.0			18.0	24.0
Actuated g/C Ratio	0.67	0.71		0.60	0.60			0.20			0.20	0.27
Clearance Time (s)	6.0			6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	390	1082		68	897			83			185	234
v/s Ratio Prot	0.02	0.34			0.37							c0.07
v/s Ratio Perm	0.19			c0.45				c0.48			0.29	0.25
v/c Ratio	0.31	0.48		0.76	0.62			2.39			1.43	1.02
Uniform Delay, d1	6.5	5.7		13.3	11.4			36.0			36.0	33.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.5	0.3		56.2	3.2			658.8			220.5	63.8
Delay (s)	7.0	6.0		69.5	14.6			694.8			256.5	96.8
Level of Service	A	A		E	B			F			F	F
Approach Delay (s)		6.2			19.3			694.8			175.8	
Approach LOS		A			B			F			F	

Intersection Summary

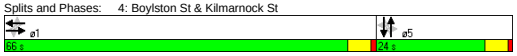
HCM Average Control Delay	128.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	14	12	12	16	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		748			633			347			187	
Travel Time (s)		20.4			17.3			9.5			5.1	
Volume (vph)	25	1275	50	35	1010	45	25	20	35	65	35	105
Confl. Peds. (#/hr)	47		79	79		47	126		73	73		126
Confl. Bikes (#/hr)			5			8			7			7
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)			1			1						
Lane Group Flow (vph)	0	1406	0	0	1147	0	0	99	0	71	152	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Detector Phases	1	1		1	1		5	5		5	5	
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		24.0	24.0		24.0	24.0	
Total Split (s)	66.0	66.0	0.0	66.0	66.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	73.3%	73.3%	0.0%	73.3%	73.3%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
v/c Ratio		1.12			0.62			0.48		0.54	0.55	
Control Delay		80.1			7.8			30.3		50.6	19.2	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		80.1			7.8			30.3		50.6	19.2	
Queue Length 50th (ft)		~490			89			32		39	20	
Queue Length 95th (ft)		#657			204			65		77	73	
Internal Link Dist (ft)		668			553			267			107	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1254			1841			326		228	392	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		1.12			0.62			0.30		0.31	0.39	

Intersection Summary
Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 4: Boylston St & Kilmarnock St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	12	13	12	12	14	12	12	16	12
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00			0.93		1.00	0.81	
Flpb, ped/bikes		1.00			1.00			0.95		0.90	1.00	
Frt		0.99			0.99			0.94		1.00	0.89	
Flt Protected		1.00			1.00			0.98		0.95	1.00	
Satd. Flow (prot)		1600			2741			1488		1429	1361	
Flt Permitted		0.92			0.86			0.70		0.64	1.00	
Satd. Flow (perm)		1600			2354			1057		957	1361	
Volume (vph)	25	1275	50	35	1010	45	25	20	35	65	35	105
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	26	1328	52	37	1063	47	31	25	43	71	38	114
RTOR Reduction (vph)	0	2	0	0	2	0	0	34	0	0	99	0
Lane Group Flow (vph)	0	1404	0	0	1145	0	0	65	0	71	53	0
Confl. Peds. (#/hr)	47		79	79		47	126		73	73		126
Confl. Bikes (#/hr)			5			8			7			7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)			1			1						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		69.4			69.4			10.6		10.6	10.6	
Effective Green, g (s)		70.4			70.4			11.6		11.6	11.6	
Actuated g/C Ratio		0.78			0.78			0.13		0.13	0.13	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		1252			1841			136		123	175	
v/s Ratio Prot											0.04	
v/s Ratio Perm		0.88			0.49			0.06		c0.07		
v/c Ratio		1.12			0.62			0.48		0.58	0.30	
Uniform Delay, d1		9.8			4.2			36.4		36.9	35.5	
Progression Factor		1.00			1.32			1.00		1.00	1.00	
Incremental Delay, d2		65.6			1.2			1.0		4.0	0.4	
Delay (s)		75.4			6.7			37.4		40.9	35.9	
Level of Service		E			A			D		D	D	
Approach Delay (s)		75.4			6.7			37.4			37.5	
Approach LOS		E			A			D			D	

Intersection Summary

HCM Average Control Delay	43.8	HCM Level of Service	D
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		

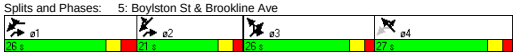
c Critical Lane Group

Lane Group	WBL	WBR	WBR2	NWL	NWT	NWR	NWR2	NEL	NET	NER	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	10	11	12	12	12	12
Storage Length (ft)	0	0		0		0		0		0		150
Storage Lanes	2	1		0		1		0		2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50		50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Turning Speed (mph)	15	9	9	15		9	9	15		9		9
Right Turn on Red			No				No					No
Link Speed (mph)	25				25				25		25	
Link Distance (ft)	748				256				263		399	
Travel Time (s)	20.4				7.0				7.2		10.9	
Volume (vph)	560	555	25	105	430	120	125	75	405	1125	355	435
Confl. Peds. (#/hr)		141	214			214	214	141		214		141
Confl. Bikes (#/hr)		1	1							6		6
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	4%	4%	4%	2%	2%
Lane Group Flow (vph)	863	363	0	0	674	193	0	0	511	1197	584	248
Turn Type		Prot		Perm		custom		Split		custom		Prot
Protected Phases	1	1			4	4		3	3	1 2 3	2	2
Permitted Phases				4		4						
Detector Phases	1	1		4	4	4		3	3	1 2 3	2	2
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0		6.0	6.0		15.0	15.0
Minimum Split (s)	26.0	26.0		28.0	28.0	28.0		28.0	28.0		23.0	23.0
Total Split (s)	26.0	26.0	0.0	27.0	27.0	27.0	0.0	26.0	26.0	73.0	21.0	21.0
Total Split (%)	26.0%	26.0%	0.0%	27.0%	27.0%	27.0%	0.0%	26.0%	26.0%	73.0%	21.0%	21.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
All-Red Time (s)	3.0	3.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	C-Max	C-Max		Max	Max	Max		Max	Max		Min	Min
v/c Ratio	1.40	1.26			0.77	0.71			0.75	0.71	1.31	1.13
Control Delay	223.2	176.9			42.6	51.2			35.9	7.1	191.0	138.9
Queue Delay	140.2	0.0			0.3	0.0			9.7	20.7	197.4	161.7
Total Delay	363.4	176.9			42.9	51.2			45.6	27.8	388.4	300.6
Queue Length 50th (ft)	~381	~320			156	132			156	94	~264	~202
Queue Length 95th (ft)	#502	#515			204	#248			m186	m219	#380	#370
Internal Link Dist (ft)	668				176				183		319	
Turn Bay Length (ft)												150
Base Capacity (vph)	615	288			881	273			682	1697	445	220
Starvation Cap Reductn	0	0			0	0			143	530	0	0
Spillback Cap Reductn	112	0			21	0			21	0	112	55
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	1.72	1.26			0.78	0.71			0.95	1.03	1.75	1.50

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 1:WBL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Boylston St & Brookline Ave



Movement	WBL	WBR	WBR2	NWL	NWT	NWR	NWR2	NEL	NET	NER	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	11	11	10	11	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91			0.86	0.86			0.95	0.88	0.91	0.91
Frpb, ped/bikes	0.92	1.00			0.94	1.00			1.00	1.00	0.91	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00
Frt	0.95	0.85			0.98	0.85			1.00	0.85	0.95	0.85
Flt Protected	0.97	1.00			0.99	1.00			0.99	1.00	1.00	1.00
Satd. Flow (prot)	2795	1310			3835	1185			3100	2460	2616	1297
Flt Permitted	0.97	1.00			0.99	1.00			0.99	1.00	1.00	1.00
Satd. Flow (perm)	2795	1310			3835	1185			3100	2460	2616	1297
Volume (vph)	560	555	25	105	430	120	125	75	405	1125	355	435
Peak-hour factor, PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.95	0.95
Adj. Flow (vph)	602	597	27	117	478	133	139	80	431	1197	374	458
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	863	363	0	0	674	193	0	0	511	1197	584	248
Confl. Peds. (#/hr)		141	214			214	214	141		214		141
Confl. Bikes (#/hr)		1	1							6		6
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	4%	4%	4%	2%	2%
Turn Type		Prot		Perm		custom		Split		custom		Prot
Protected Phases	1	1			4	4		3	3	1 2 3	2	2
Permitted Phases				4		4						
Actuated Green, G (s)	20.0	20.0			22.0	22.0			21.0	68.0	16.0	16.0
Effective Green, g (s)	22.0	22.0			23.0	23.0			22.0	69.0	17.0	17.0
Actuated g/C Ratio	0.22	0.22			0.23	0.23			0.22	0.69	0.17	0.17
Clearance Time (s)	6.0	6.0			5.0	5.0			5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	615	288			882	273			682	1697	445	220
v/s Ratio Prot	c0.31	0.28				0.16			0.16	c0.49	c0.22	0.19
v/s Ratio Perm					0.18							
v/c Ratio	1.40	1.26			0.76	0.71			0.75	0.71	1.31	1.13
Uniform Delay, d1	39.0	39.0			36.0	35.4			36.4	9.4	41.5	41.5
Progression Factor	1.00	1.00			1.00	1.00			0.89	0.62	1.00	1.00
Incremental Delay, d2	191.1	142.1			6.2	14.3			3.2	0.6	155.9	99.1
Delay (s)	230.1	181.1			42.2	49.7			35.5	6.3	197.4	140.6
Level of Service	F	F			D	D			D	A	F	F
Approach Delay (s)	215.6				43.9				15.1		180.5	
Approach LOS	F				D				B		F	

Intersection Summary

HCM Average Control Delay	103.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1600	1900	1900	1900	1900	1900	1600	1900	1900	1600	1900
Lane Width (ft)	11	11	10	12	12	12	12	12	12	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50					50			50	
Trailing Detector (ft)	0	0	0					0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			No			Yes			No			No
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		348			1044			103			263	
Travel Time (s)		9.5			28.5			2.8			7.2	
Volume (vph)	680	640	125	0	0	0	0	925	60	0	1020	0
Confl. Peds. (#/hr)			185						117			
Confl. Bikes (#/hr)			3						12			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Lane Group Flow (vph)	512	907	134	0	0	0	0	1106	0	0	1097	0
Turn Type	Split		Prot									
Protected Phases	1	1	1					3			3	
Permitted Phases												
Detector Phases	1	1	1					3			3	
Minimum Initial (s)	10.0	10.0	10.0					45.0			45.0	
Minimum Split (s)	35.0	35.0	35.0					50.0			50.0	
Total Split (s)	54.0	54.0	54.0	0.0	0.0	0.0	0.0	46.0	0.0	0.0	46.0	0.0
Total Split (%)	54.0%	54.0%	54.0%	0.0%	0.0%	0.0%	0.0%	46.0%	0.0%	0.0%	46.0%	0.0%
Yellow Time (s)	3.0	3.0	3.0					3.0			3.0	
All-Red Time (s)	2.0	2.0	2.0					2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Max			Max	
v/c Ratio	0.72	0.73	0.20					1.02			0.98	
Control Delay	22.4	20.4	12.4					61.4			26.9	
Queue Delay	2.7	1.3	0.0					18.7			111.6	
Total Delay	25.1	21.7	12.4					80.1			138.5	
Queue Length 50th (ft)	303	269	41					~377			157	
Queue Length 95th (ft)	m302	252	m65					#513			m118	
Internal Link Dist (ft)		268			964			23			183	
Turn Bay Length (ft)												
Base Capacity (vph)	708	1239	672					1088			1116	
Starvation Cap Reductn	104	156	0					0			250	
Spillback Cap Reductn	0	0	0					54			0	
Storage Cap Reductn	0	0	0					0			0	
Reduced v/c Ratio	0.85	0.84	0.20					1.07			1.27	

Intersection Summary

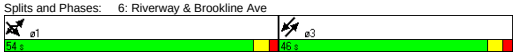
Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 1:SETL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Riverway & Brookline Ave



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1600	1900	1900	1900	1900	1900	1600	1900	1900	1600	1900
Lane Width	11	11	10	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.91	0.91	1.00					0.95			0.95	
Frpb, ped/bikes	1.00	1.00	1.00					0.99			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.99	1.00					1.00			1.00	
Satd. Flow (prot)	1415	2478	1343					2591			2656	
Flt Permitted	0.95	0.99	1.00					1.00			1.00	
Satd. Flow (perm)	1415	2478	1343					2591			2656	
Volume (vph)	680	640	125	0	0	0	0	925	60	0	1020	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	731	688	134	0	0	0	0	1039	67	0	1097	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	512	907	134	0	0	0	0	1106	0	0	1097	0
Confl. Peds. (#/hr)			185						117			
Confl. Bikes (#/hr)			3						12			
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Turn Type	Split		Prot									
Protected Phases	1	1	1					3			3	
Permitted Phases												
Actuated Green, G (s)	49.0	49.0	49.0					41.0			41.0	
Effective Green, g (s)	50.0	50.0	50.0					42.0			42.0	
Actuated g/C Ratio	0.50	0.50	0.50					0.42			0.42	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	2.0	2.0	2.0					2.0			2.0	
Lane Grp Cap (vph)	708	1239	672					1088			1116	
v/s Ratio Prot	0.36	c0.37	0.10					c0.43			0.41	
v/s Ratio Perm												
v/c Ratio	0.72	0.73	0.20					1.02			0.98	
Uniform Delay, d1	19.6	19.7	13.9					29.0			28.6	
Progression Factor	0.85	0.86	0.83					1.00			0.70	
Incremental Delay, d2	4.9	3.0	0.5					31.5			5.1	
Delay (s)	21.5	19.9	12.1					60.5			25.1	
Level of Service	C	B	B					E			C	
Approach Delay (s)		19.8			0.0			60.5			25.1	
Approach LOS		B			A			E			C	

Intersection Summary

HCM Average Control Delay	33.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	545	7	9	790	1	12
Peak Hour Factor	0.95	0.95	0.97	0.97	0.46	0.46
Hourly flow rate (vph)	574	7	9	814	2	26
Pedestrians	53			43	206	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	17	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	399			329		
pX, platoon unblocked			0.81		0.91	0.81
vC, conflicting volume			787		1669	826
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			738		1428	786
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	90
cM capacity (veh/h)			578		106	256

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	581	824	28
Volume Left	0	9	2
Volume Right	7	0	26
cSH	1700	578	231
Volume to Capacity	0.34	0.02	0.12
Queue Length 95th (ft)	0	1	10
Control Delay (s)	0.0	0.5	22.7
Lane LOS		A	C
Approach Delay (s)	0.0	0.5	22.7
Approach LOS			C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	5	65	130	1	115	100
Peak Hour Factor	0.82	0.82	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	6	79	149	1	128	111
Pedestrians						17
Lane Width (ft)						13.0
Walking Speed (ft/s)						4.0
Percent Blockage						2
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			292			126
pX, platoon unblocked						
vC, conflicting volume	517	167			151	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	517	167			151	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	99	91			91	
cM capacity (veh/h)	463	849			1431	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	85	151	239
Volume Left	6	0	128
Volume Right	79	1	0
cSH	801	1700	1431
Volume to Capacity	0.11	0.09	0.09
Queue Length 95th (ft)	9	0	7
Control Delay (s)	10.0	0.0	4.5
Lane LOS	B		A
Approach Delay (s)	10.0	0.0	4.5
Approach LOS	B		

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	19	55	12	105	80	11
Peak Hour Factor	0.77	0.77	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	25	71	14	121	89	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				187	231	
pX, platoon unblocked						
vC, conflicting volume	243	95	101			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	243	95	101			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	93	99			
cM capacity (veh/h)	743	967	1491			

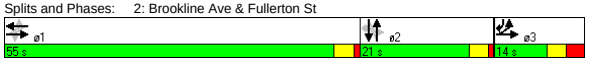
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	96	134	101
Volume Left	25	14	0
Volume Right	71	0	12
cSH	897	1491	1700
Volume to Capacity	0.11	0.01	0.06
Queue Length 95th (ft)	9	1	0
Control Delay (s)	9.5	0.8	0.0
Lane LOS	A	A	
Approach Delay (s)	9.5	0.8	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	25.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	16	11	14	14	11	11	11	9	9	9
Storage Length (ft)	150		0	50		0	0		0	0		50
Storage Lanes	1		0	1		0	0		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			278			117			432	
Travel Time (s)		9.0			7.6			3.2			11.8	
Volume (vph)	265	465	45	15	402	180	66	125	10	40	50	75
Confl. Peds. (#/hr)			135	135		188	96		125	125		96
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.97	0.97	0.97	0.76	0.76	0.76
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	16	16	0	0	0	0	0	0
Parking (#/hr)		1	1									
Lane Group Flow (vph)	298	573	0	17	662	0	0	207	0	0	119	99
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Detector Phases	3	1 3		1	1		2	2		2	2	3
Minimum Initial (s)	4.0			8.0	8.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0			23.0	23.0		24.0	24.0		24.0	24.0	10.0
Total Split (s)	14.0	69.0	0.0	55.0	55.0	0.0	21.0	21.0	0.0	21.0	21.0	14.0
Total Split (%)	15.6%	76.7%	0.0%	61.1%	61.1%	0.0%	23.3%	23.3%	0.0%	23.3%	23.3%	15.6%
Yellow Time (s)	3.0			3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	3.0			1.0	1.0		1.0	1.0		1.0	1.0	3.0
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None			None	None		None	None		None	None	None
v/c Ratio	0.78	0.52		0.27	0.95			0.89			0.63	0.25
Control Delay	22.1	7.4		22.6	41.8			73.0			50.1	6.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	22.1	7.4		22.6	41.8			73.0			50.1	6.6
Queue Length 50th (ft)	50	116		5	298			115			63	0
Queue Length 95th (ft)	#112	180		22	#533			#248			100	21
Internal Link Dist (ft)		250			198			37			352	
Turn Bay Length (ft)	150			50								50
Base Capacity (vph)	384	1131		68	737			246			199	393
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	0.78	0.51		0.25	0.90			0.84			0.60	0.25

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 84	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Brookline Ave & Fullerton St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	16	16	11	14	14	11	11	11	9	9	9
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.97		1.00	0.84			0.98			1.00	0.84
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.93			0.92	1.00
Frt	1.00	0.99		1.00	0.95			0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	1.00
Satd. Flow (prot)	1417	1547		1441	1261			1397			1334	1053
Flt Permitted	0.25	1.00		0.09	1.00			0.86			0.74	1.00
Satd. Flow (perm)	369	1547		133	1261			1214			1003	1053
Volume (vph)	265	465	45	15	402	180	66	125	10	40	50	75
Peak-hour factor, PHF	0.89	0.89	0.89	0.88	0.88	0.88	0.97	0.97	0.97	0.76	0.76	0.76
Adj. Flow (vph)	298	522	51	17	457	205	68	129	10	53	66	99
RTOR Reduction (vph)	0	4	0	0	19	0	0	2	0	0	0	68
Lane Group Flow (vph)	298	569	0	17	643	0	0	205	0	0	119	31
Confl. Peds. (#/hr)			135	135		188	96		125	125		96
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	16	16	0	0	0	0	0	0
Parking (#/hr)		1	1									
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Actuated Green, G (s)	53.7	59.7		45.5	45.5			16.1			16.1	24.3
Effective Green, g (s)	55.7	59.7		45.5	45.5			16.1			16.1	26.3
Actuated g/C Ratio	0.66	0.71		0.54	0.54			0.19			0.19	0.31
Clearance Time (s)	6.0			4.0	4.0			4.0			4.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	373	1102		72	685			233			193	381
v/s Ratio Prot	c0.10	0.37			c0.51							0.01
v/s Ratio Perm	0.43			0.13				c0.17			0.12	0.02
v/c Ratio	0.80	0.52		0.24	0.94			0.88			0.62	0.08
Uniform Delay, d1	9.8	5.5		10.0	17.9			32.9			31.0	20.2
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	11.3	0.4		1.7	20.6			28.9			5.7	0.1
Delay (s)	21.2	5.9		11.7	38.4			61.8			36.8	20.3
Level of Service	C	A		B	D			E			D	C
Approach Delay (s)		11.1			37.7			61.8			29.3	
Approach LOS		B			D			E			C	

Intersection Summary			
HCM Average Control Delay	27.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	83.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

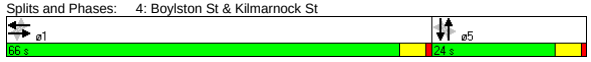
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	14	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		748			633			347			198	
Travel Time (s)		20.4			17.3			9.5			5.4	
Volume (vph)	20	1220	25	15	1260	73	25	10	40	21	5	53
Confl. Peds. (#/hr)	25		33	33		25	46		32	32		46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	7%	7%	7%	4%	4%	4%
Parking (#/hr)			1			1						
Lane Group Flow (vph)	0	1318	0	0	1404	0	0	96	0	24	66	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Detector Phases	1	1		1	1		5	5		5	5	
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		20.0	20.0		20.0	20.0	
Total Split (s)	66.0	66.0	0.0	66.0	66.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	73.3%	73.3%	0.0%	73.3%	73.3%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
v/c Ratio		0.98			1.05			0.51		0.22	0.36	
Control Delay		32.6			47.7			29.3		40.0	17.1	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		32.6			47.7			29.3		40.0	17.1	
Queue Length 50th (ft)		~300			~303			25		13	3	
Queue Length 95th (ft)		#589			m#454			54		34	37	
Internal Link Dist (ft)		668			553			267			118	
Turn Bay Length (ft)										100		
Base Capacity (vph)		1341			1343			335		224	315	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.98			1.05			0.29		0.11	0.21	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Boylston St & Kilmarnock St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	12	13	12	12	14	12	10	10	12
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00			0.96		1.00	0.91	
Flpb, ped/bikes		1.00			1.00			0.97		0.96	1.00	
Frt		1.00			0.99			0.93		1.00	0.86	
Flt Protected		1.00			1.00			0.98		0.95	1.00	
Satd. Flow (prot)		1600			1600			1456		1392	1206	
Flt Permitted		0.91			0.93			0.86		0.61	1.00	
Satd. Flow (perm)		1600			1600			1278		895	1206	
Volume (vph)	20	1220	25	15	1260	73	25	10	40	21	5	53
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.78	0.78	0.78	0.88	0.88	0.88
Adj. Flow (vph)	21	1271	26	16	1312	76	32	13	51	24	6	60
RTOR Reduction (vph)	0	1	0	0	3	0	0	46	0	0	54	0
Lane Group Flow (vph)	0	1317	0	0	1401	0	0	50	0	24	12	0
Confl. Peds. (#/hr)	25		33	33		25	46		32	32		46
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	7%	7%	7%	4%	4%	4%
Parking (#/hr)			1			1						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		72.6			72.6			7.4		7.4	7.4	
Effective Green, g (s)		73.6			73.6			8.4		8.4	8.4	
Actuated g/C Ratio		0.82			0.82			0.09		0.09	0.09	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		1308			1308			119		84	113	
v/s Ratio Prot											0.01	
v/s Ratio Perm		0.82			0.88			c0.04		0.03		
v/c Ratio		1.01			1.07			0.42		0.29	0.10	
Uniform Delay, d1		8.2			8.2			38.5		38.0	37.3	
Progression Factor		1.00			2.13			1.00		1.00	1.00	
Incremental Delay, d2		26.6			37.9			0.9		0.7	0.1	
Delay (s)		34.8			55.4			39.4		38.7	37.5	
Level of Service		C			E			D		D	D	
Approach Delay (s)		34.8			55.4			39.4			37.8	
Approach LOS		C			E			D			D	

Intersection Summary

HCM Average Control Delay	45.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

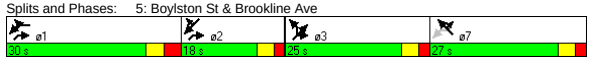
c Critical Lane Group

Lane Group	WBL	WBR	WBR2	NWL	NWT	NWR	NWR2	NEL	NET	NER	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	10	11	12	12	12	12
Storage Length (ft)	0	0		0		0		0		0		150
Storage Lanes	2	1		0		1		0		2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50		50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Turning Speed (mph)	15	9	9	15		9	9	15		9		9
Right Turn on Red			No				No					No
Link Speed (mph)	25				25				25		25	
Link Distance (ft)	748				256				262		398	
Travel Time (s)	20.4				7.0				7.1		10.9	
Volume (vph)	739	479	15	115	310	228	100	120	493	1205	308	173
Confl. Peds. (#/hr)		95	157			157	154	95		154		95
Confl. Bikes (#/hr)		1	1							5		10
Peak Hour Factor	0.97	0.97	0.97	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	3%	3%	3%	12%	12%
Lane Group Flow (vph)	895	376	0	0	483	373	0	0	639	1255	367	156
Turn Type		Prot		Perm		custom		Split		custom		Prot
Protected Phases	1	1			7	7		3	3	1 2 3	2	2
Permitted Phases				7		7						
Detector Phases	1	1		7	7	7		3	3	1 2 3	2	2
Minimum Initial (s)	14.0	14.0		20.0	20.0	20.0		5.0	5.0		15.0	15.0
Minimum Split (s)	24.0	24.0		27.0	27.0	27.0		10.0	10.0		22.0	22.0
Total Split (s)	30.0	30.0	0.0	27.0	27.0	27.0	0.0	25.0	25.0	73.0	18.0	18.0
Total Split (%)	30.0%	30.0%	0.0%	27.0%	27.0%	27.0%	0.0%	25.0%	25.0%	73.0%	18.0%	18.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
All-Red Time (s)	3.0	3.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lead/Lag	Lead	Lead									Lag	Lag
Lead-Lag Optimize?	Yes	Yes									Yes	Yes
Recall Mode	C-Max	C-Max		Max	Max	Max		Max	Max		Min	Min
v/c Ratio	1.15	1.10			0.49	1.20			0.97	0.73	0.97	0.95
Control Delay	116.1	115.7			35.4	152.1			57.7	9.4	83.7	101.8
Queue Delay	41.7	0.0			0.3	0.0			70.7	12.5	49.5	0.0
Total Delay	157.9	115.7			35.7	152.1			128.4	21.9	133.2	101.8
Queue Length 50th (ft)	~347	~301			98	~290			206	198	129	109
Queue Length 95th (ft)	#468	#497			130	#454			m#317	355	#228	#247
Internal Link Dist (ft)	668				176				182		318	
Turn Bay Length (ft)												150
Base Capacity (vph)	780	341			985	311			656	1714	378	165
Starvation Cap Reductn	0	0			0	0			112	456	0	0
Spillback Cap Reductn	60	0			135	0			0	0	52	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	1.24	1.10			0.57	1.20			1.17	1.00	1.13	0.95

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 1:WBL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Boylston St & Brookline Ave



Movement	WBL	WBR	WBR2	NWL	NWT	NWR	NWR2	NEL	NET	NER	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	11	11	10	11	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91			0.91	1.00			0.95	0.88	0.91	0.91
Frpb, ped/bikes	0.97	1.00			1.00	1.00			1.00	1.00	0.98	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00
Frt	0.98	0.85			1.00	0.85			1.00	0.85	0.99	0.85
Flt Protected	0.96	1.00			0.99	1.00			0.99	1.00	1.00	1.00
Satd. Flow (prot)	2999	1310			4281	1351			3124	2484	2698	1181
Flt Permitted	0.96	1.00			0.99	1.00			0.99	1.00	1.00	1.00
Satd. Flow (perm)	2999	1310			4281	1351			3124	2484	2698	1181
Volume (vph)	739	479	15	115	310	228	100	120	493	1205	308	173
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.92	0.92
Adj. Flow (vph)	762	494	15	131	352	259	114	125	514	1255	335	188
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	895	376	0	0	483	373	0	0	639	1255	367	156
Confl. Peds. (#/hr)		95	157			157	154	95		154		95
Confl. Bikes (#/hr)		1	1							5		10
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	3%	3%	3%	12%	12%
Turn Type		Prot		Perm		custom		Split		custom		Prot
Protected Phases	1	1			7	7		3	3	1 2 3	2	2
Permitted Phases				7		7						
Actuated Green, G (s)	24.0	24.0			22.0	22.0			20.0	68.0	13.0	13.0
Effective Green, g (s)	26.0	26.0			23.0	23.0			21.0	69.0	14.0	14.0
Actuated g/C Ratio	0.26	0.26			0.23	0.23			0.21	0.69	0.14	0.14
Clearance Time (s)	6.0	6.0			5.0	5.0			5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	780	341			985	311			656	1714	378	165
v/s Ratio Prot	c0.30	0.29				c0.28			c0.20	0.51	c0.14	0.13
v/s Ratio Perm					0.11							
v/c Ratio	1.15	1.10			0.49	1.20			0.97	0.73	0.97	0.95
Uniform Delay, d1	37.0	37.0			33.4	38.5			39.2	9.7	42.8	42.6
Progression Factor	1.00	1.00			1.00	1.00			0.90	0.77	1.00	1.00
Incremental Delay, d2	81.0	79.2			1.7	116.5			20.9	0.9	38.4	53.7
Delay (s)	118.0	116.2			35.2	155.0			56.3	8.4	81.2	96.3
Level of Service	F	F			D	F			E	A	F	F
Approach Delay (s)	117.5				87.4				24.6		85.7	
Approach LOS	F				F				C		F	

Intersection Summary

HCM Average Control Delay	69.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

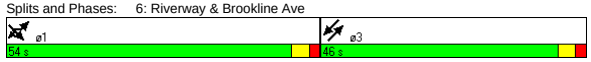
c Critical Lane Group

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1600	1900
Lane Width (ft)	11	11	10	12	12	12	12	12	12	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50					50			50	
Trailing Detector (ft)	0	0	0					0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			No			Yes			No			No
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		341			1051			103			262	
Travel Time (s)		9.3			28.7			2.8			7.1	
Volume (vph)	955	636	215	0	0	0	0	863	50	0	1162	0
Confl. Peds. (#/hr)			109						96			
Confl. Bikes (#/hr)			14						8			7
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.86	0.86	0.86	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	5%	5%	5%
Lane Group Flow (vph)	534	1123	224	0	0	0	0	1061	0	0	1263	0
Turn Type	Split		Prot									
Protected Phases	1	1	1					3			3	
Permitted Phases												
Detector Phases	1	1	1					3			3	
Minimum Initial (s)	10.0	10.0	10.0					45.0			45.0	
Minimum Split (s)	35.0	35.0	35.0					50.0			50.0	
Total Split (s)	54.0	54.0	54.0	0.0	0.0	0.0	0.0	46.0	0.0	0.0	46.0	0.0
Total Split (%)	54.0%	54.0%	54.0%	0.0%	0.0%	0.0%	0.0%	46.0%	0.0%	0.0%	46.0%	0.0%
Yellow Time (s)	3.0	3.0	3.0					3.0			3.0	
All-Red Time (s)	2.0	2.0	2.0					2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Max			Max	
v/c Ratio	0.76	0.78	0.34					0.84			1.15	
Control Delay	28.3	25.8	19.1					36.8			92.3	
Queue Delay	18.0	22.5	0.9					4.1			41.7	
Total Delay	46.3	48.3	20.0					40.9			134.0	
Queue Length 50th (ft)	280	296	95					235			~511	
Queue Length 95th (ft)	m383	m380	m112					297			m#465	
Internal Link Dist (ft)		261			971			23			182	
Turn Bay Length (ft)												
Base Capacity (vph)	701	1445	665					1259			1095	
Starvation Cap Reductn	165	356	232					0			83	
Spillback Cap Reductn	53	110	0					133			0	
Storage Cap Reductn	0	0	0					0			0	
Reduced v/c Ratio	1.00	1.03	0.52					0.94			1.25	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 1:SETL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Riverway & Brookline Ave



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1600	1900
Lane Width	11	11	10	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.91	0.91	1.00					0.95			0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (prot)	1401	2890	1330					2998			2606	
Flt Permitted	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (perm)	1401	2890	1330					2998			2606	
Volume (vph)	955	636	215	0	0	0	0	863	50	0	1162	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	995	662	224	0	0	0	0	1003	58	0	1263	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	534	1123	224	0	0	0	0	1061	0	0	1263	0
Confl. Peds. (#/hr)			109						96			
Confl. Bikes (#/hr)			14						8			7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	5%	5%	5%
Turn Type	Split		Prot									
Protected Phases	1	1	1					3			3	
Permitted Phases												
Actuated Green, G (s)	49.0	49.0	49.0					41.0			41.0	
Effective Green, g (s)	50.0	50.0	50.0					42.0			42.0	
Actuated g/C Ratio	0.50	0.50	0.50					0.42			0.42	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	2.0	2.0	2.0					2.0			2.0	
Lane Grp Cap (vph)	701	1445	665					1259			1095	
v/s Ratio Prot	0.38	c0.39	0.17					0.35			c0.48	
v/s Ratio Perm												
v/c Ratio	0.76	0.78	0.34					0.84			1.15	
Uniform Delay, d1	20.2	20.4	15.0					26.0			29.0	
Progression Factor	1.11	1.11	1.18					1.19			0.68	
Incremental Delay, d2	4.6	2.5	0.8					5.1			70.1	
Delay (s)	27.1	25.2	18.5					36.1			89.9	
Level of Service	C	C	B					D			F	
Approach Delay (s)		25.0			0.0			36.1			89.9	
Approach LOS		C			A			D			F	

Intersection Summary					
HCM Average Control Delay	47.3	HCM Level of Service		D	
HCM Volume to Capacity ratio	0.95				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		8.0	
Intersection Capacity Utilization	82.6%	ICU Level of Service		E	
Analysis Period (min)	15				

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	715	20	10	476	2	14
Peak Hour Factor	0.88	0.88	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	812	23	11	517	2	15
Pedestrians	49			44	141	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	12	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	398			330		
pX, platoon unblocked			0.78		0.78	0.78
vC, conflicting volume			976		1553	1009
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			969		1711	1011
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			98		97	92
cM capacity (veh/h)			464		65	194

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	835	528	17
Volume Left	0	11	2
Volume Right	23	0	15
cSH	1700	464	155
Volume to Capacity	0.49	0.02	0.11
Queue Length 95th (ft)	0	2	9
Control Delay (s)	0.0	0.7	31.1
Lane LOS		A	D
Approach Delay (s)	0.0	0.7	31.1
Approach LOS			D

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		61.3%	ICU Level of Service B
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	12	65	136	6	65	45
Peak Hour Factor	0.81	0.81	0.93	0.93	0.88	0.88
Hourly flow rate (vph)	15	80	146	6	74	51
Pedestrians						15
Lane Width (ft)						13.0
Walking Speed (ft/s)						4.0
Percent Blockage						1
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			298			117
pX, platoon unblocked						
vC, conflicting volume	348	164			153	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	348	164			153	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	98	91			95	
cM capacity (veh/h)	606	855			1428	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	95	153	125
Volume Left	15	0	74
Volume Right	80	6	0
cSH	804	1700	1428
Volume to Capacity	0.12	0.09	0.05
Queue Length 95th (ft)	10	0	4
Control Delay (s)	10.1	0.0	4.7
Lane LOS	B		A
Approach Delay (s)	10.1	0.0	4.7
Approach LOS	B		

Intersection Summary			
Average Delay		4.1	
Intersection Capacity Utilization		34.2%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	18	37	36	120	25	34
Peak Hour Factor	0.73	0.73	0.93	0.93	0.88	0.88
Hourly flow rate (vph)	25	51	39	129	28	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				198	217	
pX, platoon unblocked						
vC, conflicting volume	254	48	67			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	254	48	67			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	95	97			
cM capacity (veh/h)	720	1027	1534			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	75	168	67
Volume Left	25	39	0
Volume Right	51	0	39
cSH	901	1534	1700
Volume to Capacity	0.08	0.03	0.04
Queue Length 95th (ft)	7	2	0
Control Delay (s)	9.4	1.9	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	1.9	0.0
Approach LOS	A		

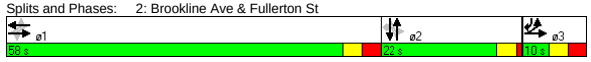
Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	16	11	14	14	11	11	11	9	9	9
Storage Length (ft)	150		0	50		0	0		0	0		50
Storage Lanes	1		0	1		0	0		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		329			278			126			432	
Travel Time (s)		9.0			7.6			3.4			11.8	
Volume (vph)	110	429	50	50	491	55	108	50	45	115	115	235
Confl. Peds. (#/hr)	455		199	199		455	234		193	193		234
Confl. Bikes (#/hr)			9			28			2			3
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87
Heavy Vehicles (%)	6%	6%	6%	7%	7%	7%	10%	10%	10%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	11	11	0	0	0	0	0	0
Parking (#/hr)		1	1									
Lane Group Flow (vph)	121	526	0	52	563	0	0	218	0	0	264	270
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Detector Phases	3	1 3		1	1		2	2		2	2	3
Minimum Initial (s)	4.0			4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0			58.0	58.0		20.0	20.0		20.0	20.0	10.0
Total Split (s)	10.0	68.0	0.0	58.0	58.0	0.0	22.0	22.0	0.0	22.0	22.0	10.0
Total Split (%)	11.1%	75.6%	0.0%	64.4%	64.4%	0.0%	24.4%	24.4%	0.0%	24.4%	24.4%	11.1%
Yellow Time (s)	3.0			3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	3.0			3.0	3.0		1.0	1.0		1.0	1.0	3.0
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None			Max	Max		None	None		None	None	None
v/c Ratio	0.34	0.48		0.76	0.62			2.32			1.41	1.17
Control Delay	7.0	7.3		80.2	15.1			646.0			244.9	140.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	7.0	7.3		80.2	15.1			646.0			244.9	140.9
Queue Length 50th (ft)	18	107		20	184			~201			~204	~141
Queue Length 95th (ft)	35	170		#57	291			#344			#339	#253
Internal Link Dist (ft)		249			198			46			352	
Turn Bay Length (ft)	150			50								50
Base Capacity (vph)	353	1087		68	903			94			187	231
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	0.34	0.48		0.76	0.62			2.32			1.41	1.17

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
~ 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: Brookline Ave & Fullerton St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	16	16	11	14	14	11	11	11	9	9	9
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.95		1.00	0.93			0.89			1.00	0.59
Flpb, ped/bikes	0.94	1.00		1.00	1.00			0.86			0.87	1.00
Frt	1.00	0.98		1.00	0.98			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.98	1.00
Satd. Flow (prot)	1348	1522		1468	1496			1076			1271	753
Flt Permitted	0.35	1.00		0.07	1.00			0.37			0.72	1.00
Satd. Flow (perm)	495	1522		114	1496			412			934	753
Volume (vph)	110	429	50	50	491	55	108	50	45	115	115	235
Peak-hour factor, PHF	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	121	471	55	52	506	57	116	54	48	132	132	270
RTOR Reduction (vph)	0	5	0	0	4	0	0	11	0	0	0	31
Lane Group Flow (vph)	121	521	0	52	559	0	0	207	0	0	264	239
Confl. Peds. (#/hr)	455		199	199		455	234		193	193		234
Confl. Bikes (#/hr)			9			28			2			3
Heavy Vehicles (%)	6%	6%	6%	7%	7%	7%	10%	10%	10%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	11	11	0	0	0	0	0	0
Parking (#/hr)		1	1									
Turn Type	D.P+P			Perm			Perm			Perm		pm+ov
Protected Phases	3	1 3			1			2			2	3
Permitted Phases	1			1			2			2		2
Actuated Green, G (s)	56.0	62.0		52.0	52.0			18.0			18.0	22.0
Effective Green, g (s)	60.0	64.0		54.0	54.0			18.0			18.0	24.0
Actuated g/C Ratio	0.67	0.71		0.60	0.60			0.20			0.20	0.27
Clearance Time (s)	6.0			6.0	6.0			4.0			4.0	6.0
Vehicle Extension (s)	3.0			3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	387	1082		68	898			82			187	234
v/s Ratio Prot	0.02	0.34			0.37							c0.07
v/s Ratio Perm	0.19			c0.45				c0.50			0.28	0.25
v/c Ratio	0.31	0.48		0.76	0.62			2.52			1.41	1.02
Uniform Delay, d1	6.5	5.7		13.3	11.5			36.0			36.0	33.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.5	0.3		56.2	3.2			719.5			213.9	64.7
Delay (s)	7.0	6.1		69.5	14.7			755.5			249.9	97.7
Level of Service	A	A		E	B			F			F	F
Approach Delay (s)		6.2			19.4			755.5			172.9	
Approach LOS		A			B			F			F	

Intersection Summary

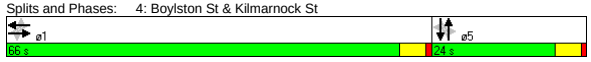
HCM Average Control Delay	135.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	14	12	12	16	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		748			633			347			187	
Travel Time (s)		20.4			17.3			9.5			5.1	
Volume (vph)	25	1275	50	35	1010	55	25	20	35	73	35	114
Confl. Peds. (#/hr)	47		79	79		47	126		73	73		126
Confl. Bikes (#/hr)			5			8			7			7
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)			1			1						
Lane Group Flow (vph)	0	1406	0	0	1158	0	0	99	0	79	162	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Detector Phases	1	1		1	1		5	5		5	5	
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		24.0	24.0		24.0	24.0	
Total Split (s)	66.0	66.0	0.0	66.0	66.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	73.3%	73.3%	0.0%	73.3%	73.3%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
v/c Ratio		1.13			0.64			0.46		0.57	0.57	
Control Delay		84.7			8.2			28.9		51.1	19.4	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		84.7			8.2			28.9		51.1	19.4	
Queue Length 50th (ft)		~493			90			32		43	23	
Queue Length 95th (ft)		#664			208			63		83	77	
Internal Link Dist (ft)		668			553			267			107	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1243			1823			325		228	393	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		1.13			0.64			0.30		0.35	0.41	

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 1:EBWB, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
~ 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: 4: Boylston St & Kilmarnock St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	12	13	12	12	14	12	12	16	12
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00			0.93		1.00	0.80	
Flpb, ped/bikes		1.00			1.00			0.95		0.90	1.00	
Frt		0.99			0.99			0.94		1.00	0.89	
Flt Protected		1.00			1.00			0.98		0.95	1.00	
Satd. Flow (prot)		1600			2735			1491		1428	1351	
Flt Permitted		0.92			0.86			0.70		0.64	1.00	
Satd. Flow (perm)		1600			2351			1053		965	1351	
Volume (vph)	25	1275	50	35	1010	55	25	20	35	73	35	114
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	26	1328	52	37	1063	58	31	25	43	79	38	124
RTOR Reduction (vph)	0	2	0	0	3	0	0	34	0	0	102	0
Lane Group Flow (vph)	0	1404	0	0	1155	0	0	65	0	79	60	0
Confl. Peds. (#/hr)	47		79	79		47	126		73	73		126
Confl. Bikes (#/hr)			5			8			7			7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)			1			1						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			5			5	
Permitted Phases	1			1			5			5		
Actuated Green, G (s)		68.8			68.8			11.2		11.2	11.2	
Effective Green, g (s)		69.8			69.8			12.2		12.2	12.2	
Actuated g/C Ratio		0.78			0.78			0.14		0.14	0.14	
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)		1241			1823			143		131	183	
v/s Ratio Prot											0.04	
v/s Ratio Perm		0.88			0.49			0.06		c0.08		
v/c Ratio		1.13			0.63			0.46		0.60	0.33	
Uniform Delay, d1		10.1			4.5			35.8		36.6	35.2	
Progression Factor		1.00			1.28			1.00		1.00	1.00	
Incremental Delay, d2		69.6			1.3			0.8		5.3	0.4	
Delay (s)		79.7			7.0			36.7		41.9	35.6	
Level of Service		E			A			D		D	D	
Approach Delay (s)		79.7			7.0			36.7			37.6	
Approach LOS		E			A			D			D	

Intersection Summary					
HCM Average Control Delay	45.8	HCM Level of Service		D	
HCM Volume to Capacity ratio	1.05				
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		8.0	
Intersection Capacity Utilization	109.3%	ICU Level of Service		H	
Analysis Period (min)	15				

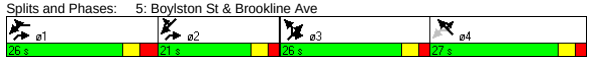
c Critical Lane Group

Lane Group	WBL	WBR	WBR2	NWL	NWT	NWR	NWR2	NEL	NET	NER	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	11	10	11	12	12	12	12
Storage Length (ft)	0	0		0		0		0		0		150
Storage Lanes	2	1		0		1		0		2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50		50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Turning Speed (mph)	15	9	9	15		9	9	15		9		9
Right Turn on Red			No				No					No
Link Speed (mph)	25				25				25		25	
Link Distance (ft)	748				256				263		399	
Travel Time (s)	20.4				7.0				7.2		10.9	
Volume (vph)	564	560	25	105	430	130	125	75	417	1125	359	439
Confl. Peds. (#/hr)		141	214			214	214	141		214		141
Confl. Bikes (#/hr)		1	1							6		6
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	4%	4%	4%	2%	2%
Lane Group Flow (vph)	870	365	0	0	682	196	0	0	524	1197	590	250
Turn Type		Prot		Perm		custom		Split		custom		Prot
Protected Phases	1	1			4	4		3	3	1 2 3	2	2
Permitted Phases				4		4						
Detector Phases	1	1		4	4	4		3	3	1 2 3	2	2
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0		6.0	6.0		15.0	15.0
Minimum Split (s)	26.0	26.0		28.0	28.0	28.0		28.0	28.0		23.0	23.0
Total Split (s)	26.0	26.0	0.0	27.0	27.0	27.0	0.0	26.0	26.0	73.0	21.0	21.0
Total Split (%)	26.0%	26.0%	0.0%	27.0%	27.0%	27.0%	0.0%	26.0%	26.0%	73.0%	21.0%	21.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
All-Red Time (s)	3.0	3.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	C-Max	C-Max		Max	Max	Max		Max	Max		Min	Min
v/c Ratio	1.42	1.27			0.78	0.72			0.77	0.71	1.33	1.14
Control Delay	229.0	179.6			43.3	52.0			36.4	7.1	196.4	141.8
Queue Delay	146.5	0.0			0.3	0.0			13.0	22.5	202.0	167.6
Total Delay	375.5	179.6			43.6	52.0			49.5	29.6	398.4	309.4
Queue Length 50th (ft)	~387	~324			158	134			162	97	~269	~204
Queue Length 95th (ft)	#507	#519			208	#255			m190	m215	#384	#373
Internal Link Dist (ft)	668				176				183		319	
Turn Bay Length (ft)												150
Base Capacity (vph)	614	288			876	273			682	1697	445	220
Starvation Cap Reductn	0	0			0	0			143	536	0	0
Spillback Cap Reductn	115	0			23	0			21	0	113	56
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	1.74	1.27			0.80	0.72			0.97	1.03	1.78	1.52

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 1:WBL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Boylston St & Brookline Ave



Movement	WBL	WBR	WBR2	NWL	NWT	NWR	NWR2	NEL	NET	NER	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	11	11	10	11	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91			0.86	0.86			0.95	0.88	0.91	0.91
Frpb, ped/bikes	0.92	1.00			0.94	1.00			1.00	1.00	0.91	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00
Frt	0.95	0.85			0.98	0.85			1.00	0.85	0.95	0.85
Flt Protected	0.97	1.00			0.99	1.00			0.99	1.00	1.00	1.00
Satd. Flow (prot)	2794	1310			3809	1185			3100	2460	2617	1297
Flt Permitted	0.97	1.00			0.99	1.00			0.99	1.00	1.00	1.00
Satd. Flow (perm)	2794	1310			3809	1185			3100	2460	2617	1297
Volume (vph)	564	560	25	105	430	130	125	75	417	1125	359	439
Peak-hour factor, PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.95	0.95
Adj. Flow (vph)	606	602	27	117	478	144	139	80	444	1197	378	462
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	870	365	0	0	682	196	0	0	524	1197	590	250
Confl. Peds. (#/hr)		141	214			214	214	141		214		141
Confl. Bikes (#/hr)		1	1							6		6
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	4%	4%	4%	2%	2%
Turn Type		Prot		Perm		custom		Split		custom		Prot
Protected Phases	1	1			4	4		3	3	1 2 3	2	2
Permitted Phases				4		4						
Actuated Green, G (s)	20.0	20.0			22.0	22.0			21.0	68.0	16.0	16.0
Effective Green, g (s)	22.0	22.0			23.0	23.0			22.0	69.0	17.0	17.0
Actuated g/C Ratio	0.22	0.22			0.23	0.23			0.22	0.69	0.17	0.17
Clearance Time (s)	6.0	6.0			5.0	5.0			5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	615	288			876	273			682	1697	445	220
v/s Ratio Prot	c0.31	0.28				0.17			0.17	c0.49	c0.23	0.19
v/s Ratio Perm					0.18							
v/c Ratio	1.41	1.27			0.78	0.72			0.77	0.71	1.33	1.14
Uniform Delay, d1	39.0	39.0			36.1	35.5			36.6	9.4	41.5	41.5
Progression Factor	1.00	1.00			1.00	1.00			0.89	0.62	1.00	1.00
Incremental Delay, d2	196.1	144.9			6.8	15.0			3.4	0.6	161.6	102.3
Delay (s)	235.1	183.9			42.9	50.5			35.9	6.4	203.1	143.8
Level of Service	F	F			D	D			D	A	F	F
Approach Delay (s)	220.0				44.6				15.4		185.4	
Approach LOS	F				D				B		F	

Intersection Summary

HCM Average Control Delay	105.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1600	1900	1900	1900	1900	1900	1600	1900	1900	1600	1900
Lane Width (ft)	11	11	10	12	12	12	12	12	12	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50					50			50	
Trailing Detector (ft)	0	0	0					0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			No			Yes			No			No
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		348			1044			103			263	
Travel Time (s)		9.5			28.5			2.8			7.2	
Volume (vph)	682	647	125	0	0	0	0	935	60	0	1028	0
Confl. Peds. (#/hr)			185						117			
Confl. Bikes (#/hr)			3						12			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Lane Group Flow (vph)	516	913	134	0	0	0	0	1118	0	0	1105	0
Turn Type	Split		Prot									
Protected Phases	1	1	1					3			3	
Permitted Phases												
Detector Phases	1	1	1					3			3	
Minimum Initial (s)	10.0	10.0	10.0					45.0			45.0	
Minimum Split (s)	35.0	35.0	35.0					50.0			50.0	
Total Split (s)	54.0	54.0	54.0	0.0	0.0	0.0	0.0	46.0	0.0	0.0	46.0	0.0
Total Split (%)	54.0%	54.0%	54.0%	0.0%	0.0%	0.0%	0.0%	46.0%	0.0%	0.0%	46.0%	0.0%
Yellow Time (s)	3.0	3.0	3.0					3.0			3.0	
All-Red Time (s)	2.0	2.0	2.0					2.0			2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Max			Max	
v/c Ratio	0.73	0.74	0.20					1.03			0.99	
Control Delay	22.6	20.5	12.4					64.4			28.2	
Queue Delay	2.8	1.3	0.0					20.4			115.0	
Total Delay	25.4	21.9	12.4					84.8			143.2	
Queue Length 50th (ft)	306	271	41					~403			158	
Queue Length 95th (ft)	m304	254	m65					#523			m118	
Internal Link Dist (ft)		268			964			23			183	
Turn Bay Length (ft)												
Base Capacity (vph)	708	1239	672					1088			1116	
Starvation Cap Reductn	102	154	0					0			251	
Spillback Cap Reductn	1	3	0					55			0	
Storage Cap Reductn	0	0	0					0			0	
Reduced v/c Ratio	0.85	0.84	0.20					1.08			1.28	

Intersection Summary

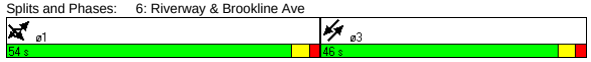
Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 1:SETL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Riverway & Brookline Ave



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1600	1900	1900	1900	1900	1900	1600	1900	1900	1600	1900
Lane Width	11	11	10	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.91	0.91	1.00					0.95			0.95	
Frpb, ped/bikes	1.00	1.00	1.00					0.99			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.99	1.00					1.00			1.00	
Satd. Flow (prot)	1415	2479	1343					2591			2656	
Flt Permitted	0.95	0.99	1.00					1.00			1.00	
Satd. Flow (perm)	1415	2479	1343					2591			2656	
Volume (vph)	682	647	125	0	0	0	0	935	60	0	1028	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	733	696	134	0	0	0	0	1051	67	0	1105	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	516	913	134	0	0	0	0	1118	0	0	1105	0
Confl. Peds. (#/hr)			185						117			
Confl. Bikes (#/hr)			3						12			
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Turn Type	Split		Prot									
Protected Phases	1	1	1					3			3	
Permitted Phases												
Actuated Green, G (s)	49.0	49.0	49.0					41.0			41.0	
Effective Green, g (s)	50.0	50.0	50.0					42.0			42.0	
Actuated g/C Ratio	0.50	0.50	0.50					0.42			0.42	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	2.0	2.0	2.0					2.0			2.0	
Lane Grp Cap (vph)	708	1240	672					1088			1116	
v/s Ratio Prot	0.36	c0.37	0.10					c0.43			0.42	
v/s Ratio Perm												
v/c Ratio	0.73	0.74	0.20					1.03			0.99	
Uniform Delay, d1	19.7	19.8	13.9					29.0			28.8	
Progression Factor	0.85	0.86	0.83					1.00			0.70	
Incremental Delay, d2	5.0	3.0	0.5					34.6			6.1	
Delay (s)	21.8	20.0	12.1					63.6			26.4	
Level of Service	C	C	B					E			C	
Approach Delay (s)		19.9			0.0			63.6			26.4	
Approach LOS		B			A			E			C	

Intersection Summary				
HCM Average Control Delay	34.7	HCM Level of Service		C
HCM Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization	77.3%	ICU Level of Service		D
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	545	29	15	798	1	16
Peak Hour Factor	0.95	0.95	0.97	0.97	0.46	0.46
Hourly flow rate (vph)	574	31	15	823	2	35
Pedestrians	53			43	206	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	17	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	399			329		
pX, platoon unblocked			0.81		0.90	0.81
vC, conflicting volume			810		1702	838
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			764		1455	799
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		98	86
cM capacity (veh/h)			560		100	250

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	604	838	37
Volume Left	0	15	2
Volume Right	31	0	35
cSH	1700	560	230
Volume to Capacity	0.36	0.03	0.16
Queue Length 95th (ft)	0	2	14
Control Delay (s)	0.0	0.8	23.6
Lane LOS		A	C
Approach Delay (s)	0.0	0.8	23.6
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	12	65	138	5	115	100
Peak Hour Factor	0.82	0.82	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	15	79	159	6	128	111
Pedestrians						17
Lane Width (ft)						13.0
Walking Speed (ft/s)						4.0
Percent Blockage						2
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			292			126
pX, platoon unblocked						
vC, conflicting volume	528	178			164	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528	178			164	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	97	91			91	
cM capacity (veh/h)	455	836			1414	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	94	164	239
Volume Left	15	0	128
Volume Right	79	6	0
cSH	740	1700	1414
Volume to Capacity	0.13	0.10	0.09
Queue Length 95th (ft)	11	0	7
Control Delay (s)	10.6	0.0	4.5
Lane LOS	B		A
Approach Delay (s)	10.6	0.0	4.5
Approach LOS	B		

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	32	72	22	105	80	18
Peak Hour Factor	0.77	0.77	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	42	94	25	121	89	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				187	231	
pX, platoon unblocked						
vC, conflicting volume	270	99	109			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	99	109			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	90	98			
cM capacity (veh/h)	711	962	1482			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	135	146	109
Volume Left	42	25	0
Volume Right	94	0	20
cSH	868	1482	1700
Volume to Capacity	0.16	0.02	0.06
Queue Length 95th (ft)	14	1	0
Control Delay (s)	9.9	1.4	0.0
Lane LOS	A	A	
Approach Delay (s)	9.9	1.4	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		4.0	
Intersection Capacity Utilization		27.7%	ICU Level of Service A
Analysis Period (min)		15	

Appendix C
Pedestrian Wind Supporting Documentation

■

CONSULTING ENGINEERS & SCIENTISTS

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Rowan Williams Davies & Irwin Inc.
650 Woodlawn Road West
Guelph, Ontario, Canada
N1K 1B8

February 7, 2013

Ms. Melissa Schrock
Samuels & Associates
333 Newbury Street
Boston, MA 02115

Re: Pedestrian Wind Comfort Considerations
The Point, Boston, MA
RWDI Reference No. 1200713

Email: mschrock@samuelsre.com

Dear Melissa,

RWDI was originally involved with The Point project in 2007. The process was then halted until RWDI was re-engaged in November 2011 to conduct wind studies for an updated version of the project design.

Due to wind exposure and the constrained size / shape of the property, this site has proven to be particularly challenging from the perspective of creating a building design that minimizes impacts on the existing wind conditions. It is the opinion of RWDI that any construction of a building that is significantly taller than the existing building at this site will be exposed to uninterrupted prevailing winds from the northwest compass quadrant exacerbating an already windy area. Consequently, this project has gone through over 20 iterations of wind tunnel mitigation testing in an effort to improve upon local wind conditions. A number of mitigation options were attempted, and the ones that achieve the best results are presented and compared against the existing baseline conditions.

Given the challenge with winds at this site, the design of this building was given significant consideration with regard to minimizing wind effects in the vicinity. It is the opinion of RWDI that achieving further improvements to the predicted wind conditions would be extremely difficult, if not impossible, while accommodating a building of this size on this site.

We trust that the above back ground information may prove useful while giving consideration to the merits of the proposed project.

Kindest regards,
ROWAN WILLIAMS DAVIES & IRWIN Inc.



Hanqing Wu, Ph.D, P.Eng.
Project Director

Frank Kriksic, BES, CET, LEED AP
Senior Project Manger

Jan Dale, M.E.Sc., P.Eng.
Senior Project Engineer

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Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
1	A	Spring	20	-	Uncomfortable	28	-	Acceptable
		Summer	16	-	Walking	23	-	Acceptable
		Fall	19	-	Walking	27	-	Acceptable
		Winter	22	-	Uncomfortable	30	-	Acceptable
		Annual	20	-	Uncomfortable	28	-	Acceptable
	B	Spring	22	10%	Uncomfortable	30	7%	Acceptable
		Summer	17	6%	Walking	23	0%	Acceptable
		Fall	21	11%	Uncomfortable	28	4%	Acceptable
		Winter	24	9%	Uncomfortable	32	7%	Unacceptable
		Annual	22	10%	Uncomfortable	29	4%	Acceptable
	C	Spring	21	5%	Uncomfortable	29	4%	Acceptable
		Summer	17	6%	Walking	23	0%	Acceptable
		Fall	20	5%	Uncomfortable	28	4%	Acceptable
		Winter	23	5%	Uncomfortable	31	3%	Acceptable
		Annual	21	5%	Uncomfortable	29	4%	Acceptable
	D	Spring	20	0%	Uncomfortable	28	0%	Acceptable
		Summer	16	0%	Walking	22	-4%	Acceptable
		Fall	20	5%	Uncomfortable	27	0%	Acceptable
		Winter	22	0%	Uncomfortable	31	3%	Acceptable
		Annual	20	0%	Uncomfortable	28	0%	Acceptable
2	A	Spring	15	-	Standing	23	-	Acceptable
		Summer	14	-	Standing	21	-	Acceptable
		Fall	15	-	Standing	23	-	Acceptable
		Winter	16	-	Walking	24	-	Acceptable
		Annual	15	-	Standing	23	-	Acceptable
	B	Spring	17	13%	Walking	25	9%	Acceptable
		Summer	15	7%	Standing	20	-5%	Acceptable
		Fall	17	13%	Walking	24	4%	Acceptable
		Winter	19	19%	Walking	27	13%	Acceptable
		Annual	17	13%	Walking	25	9%	Acceptable
	C	Spring	18	20%	Walking	26	13%	Acceptable
		Summer	16	14%	Walking	21	0%	Acceptable
		Fall	18	20%	Walking	24	4%	Acceptable
		Winter	20	25%	Uncomfortable	27	13%	Acceptable
		Annual	18	20%	Walking	25	9%	Acceptable
	D	Spring	18	20%	Walking	25	9%	Acceptable
		Summer	16	14%	Walking	21	0%	Acceptable
		Fall	18	20%	Walking	24	4%	Acceptable
		Winter	20	25%	Uncomfortable	27	13%	Acceptable
		Annual	18	20%	Walking	25	9%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
3	A	Spring	18	-	Walking	26	-	Acceptable
		Summer	16	-	Walking	23	-	Acceptable
		Fall	18	-	Walking	26	-	Acceptable
		Winter	19	-	Walking	28	-	Acceptable
		Annual	18	-	Walking	27	-	Acceptable
	B	Spring	17	-6%	Walking	24	-8%	Acceptable
		Summer	15	-6%	Standing	20	-13%	Acceptable
		Fall	17	-6%	Walking	23	-12%	Acceptable
		Winter	19	0%	Walking	26	-7%	Acceptable
		Annual	17	-6%	Walking	24	-11%	Acceptable
	C	Spring	18	0%	Walking	25	-4%	Acceptable
		Summer	16	0%	Walking	21	-9%	Acceptable
		Fall	18	0%	Walking	24	-8%	Acceptable
		Winter	19	0%	Walking	27	-4%	Acceptable
		Annual	18	0%	Walking	25	-7%	Acceptable
	D	Spring	18	0%	Walking	25	-4%	Acceptable
		Summer	16	0%	Walking	21	-9%	Acceptable
		Fall	18	0%	Walking	24	-8%	Acceptable
		Winter	19	0%	Walking	27	-4%	Acceptable
		Annual	18	0%	Walking	25	-7%	Acceptable
4	A	Spring	19	-	Walking	28	-	Acceptable
		Summer	17	-	Walking	24	-	Acceptable
		Fall	19	-	Walking	27	-	Acceptable
		Winter	20	-	Uncomfortable	30	-	Acceptable
		Annual	19	-	Walking	28	-	Acceptable
	B	Spring	16	-16%	Walking	22	-21%	Acceptable
		Summer	14	-18%	Standing	19	-21%	Acceptable
		Fall	15	-21%	Standing	22	-19%	Acceptable
		Winter	17	-15%	Walking	24	-20%	Acceptable
		Annual	16	-16%	Walking	22	-21%	Acceptable
	C	Spring	16	-16%	Walking	23	-18%	Acceptable
		Summer	14	-18%	Standing	19	-21%	Acceptable
		Fall	16	-16%	Walking	22	-19%	Acceptable
		Winter	17	-15%	Walking	24	-20%	Acceptable
		Annual	16	-16%	Walking	22	-21%	Acceptable
	D	Spring	17	-11%	Walking	23	-18%	Acceptable
		Summer	15	-12%	Standing	19	-21%	Acceptable
		Fall	16	-16%	Walking	22	-19%	Acceptable
		Winter	18	-10%	Walking	24	-20%	Acceptable
		Annual	16	-16%	Walking	22	-21%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
5	A	Spring	14	-	Standing	22	-	Acceptable
		Summer	12	-	Sitting	18	-	Acceptable
		Fall	13	-	Standing	21	-	Acceptable
		Winter	15	-	Standing	23	-	Acceptable
		Annual	14	-	Standing	22	-	Acceptable
	B	Spring	16	14%	Walking	24	9%	Acceptable
		Summer	13	8%	Standing	19	6%	Acceptable
		Fall	15	15%	Standing	23	10%	Acceptable
		Winter	17	13%	Walking	25	9%	Acceptable
		Annual	16	14%	Walking	23	5%	Acceptable
	C	Spring	15	7%	Standing	22	0%	Acceptable
		Summer	12	0%	Sitting	18	0%	Acceptable
		Fall	14	8%	Standing	21	0%	Acceptable
		Winter	16	7%	Walking	24	4%	Acceptable
		Annual	15	7%	Standing	22	0%	Acceptable
	D	Spring	15	7%	Standing	23	5%	Acceptable
		Summer	12	0%	Sitting	18	0%	Acceptable
		Fall	14	8%	Standing	21	0%	Acceptable
		Winter	16	7%	Walking	24	4%	Acceptable
		Annual	15	7%	Standing	22	0%	Acceptable
6	A	Spring	20	-	Uncomfortable	27	-	Acceptable
		Summer	17	-	Walking	23	-	Acceptable
		Fall	20	-	Uncomfortable	27	-	Acceptable
		Winter	22	-	Uncomfortable	29	-	Acceptable
		Annual	20	-	Uncomfortable	28	-	Acceptable
	B	Spring	24	20%	Uncomfortable	33	22%	Unacceptable
		Summer	20	18%	Uncomfortable	27	17%	Acceptable
		Fall	23	15%	Uncomfortable	32	19%	Unacceptable
		Winter	26	18%	Uncomfortable	35	21%	Unacceptable
		Annual	24	20%	Uncomfortable	32	14%	Unacceptable
	C	Spring	20	0%	Uncomfortable	27	0%	Acceptable
		Summer	17	0%	Walking	23	0%	Acceptable
		Fall	20	0%	Uncomfortable	27	0%	Acceptable
		Winter	22	0%	Uncomfortable	29	0%	Acceptable
		Annual	20	0%	Uncomfortable	27	-4%	Acceptable
	D	Spring	21	5%	Uncomfortable	27	0%	Acceptable
		Summer	17	0%	Walking	23	0%	Acceptable
		Fall	20	0%	Uncomfortable	27	0%	Acceptable
		Winter	22	0%	Uncomfortable	29	0%	Acceptable
		Annual	20	0%	Uncomfortable	27	-4%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
7	A	Spring	14	-	Standing	20	-	Acceptable
		Summer	12	-	Sitting	18	-	Acceptable
		Fall	14	-	Standing	20	-	Acceptable
		Winter	15	-	Standing	22	-	Acceptable
		Annual	14	-	Standing	21	-	Acceptable
	B	Spring	12	-14%	Sitting	18	-10%	Acceptable
		Summer	10	-17%	Sitting	15	-17%	Acceptable
		Fall	11	-21%	Sitting	17	-15%	Acceptable
		Winter	12	-20%	Sitting	18	-18%	Acceptable
		Annual	11	-21%	Sitting	17	-19%	Acceptable
	C	Spring	12	-14%	Sitting	18	-10%	Acceptable
		Summer	10	-17%	Sitting	15	-17%	Acceptable
		Fall	10	-29%	Sitting	16	-20%	Acceptable
		Winter	11	-27%	Sitting	17	-23%	Acceptable
		Annual	11	-21%	Sitting	16	-24%	Acceptable
	D	Spring	12	-14%	Sitting	18	-10%	Acceptable
		Summer	10	-17%	Sitting	15	-17%	Acceptable
		Fall	11	-21%	Sitting	16	-20%	Acceptable
		Winter	12	-20%	Sitting	18	-18%	Acceptable
		Annual	11	-21%	Sitting	17	-19%	Acceptable
8	A	Spring	12	-	Sitting	17	-	Acceptable
		Summer	10	-	Sitting	15	-	Acceptable
		Fall	11	-	Sitting	17	-	Acceptable
		Winter	12	-	Sitting	18	-	Acceptable
		Annual	12	-	Sitting	18	-	Acceptable
	B	Spring	12	0%	Sitting	19	12%	Acceptable
		Summer	10	0%	Sitting	16	7%	Acceptable
		Fall	11	0%	Sitting	18	6%	Acceptable
		Winter	12	0%	Sitting	20	11%	Acceptable
		Annual	11	-8%	Sitting	18	0%	Acceptable
	C	Spring	12	0%	Sitting	19	12%	Acceptable
		Summer	10	0%	Sitting	16	7%	Acceptable
		Fall	11	0%	Sitting	18	6%	Acceptable
		Winter	12	0%	Sitting	19	6%	Acceptable
		Annual	11	-8%	Sitting	18	0%	Acceptable
	D	Spring	12	0%	Sitting	19	12%	Acceptable
		Summer	10	0%	Sitting	16	7%	Acceptable
		Fall	11	0%	Sitting	18	6%	Acceptable
		Winter	13	8%	Standing	20	11%	Acceptable
		Annual	12	0%	Sitting	18	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
9	A	Spring	11	-	Sitting	17	-	Acceptable
		Summer	9	-	Sitting	14	-	Acceptable
		Fall	10	-	Sitting	16	-	Acceptable
		Winter	11	-	Sitting	17	-	Acceptable
		Annual	11	-	Sitting	16	-	Acceptable
	B	Spring	13	18%	Standing	20	18%	Acceptable
		Summer	11	22%	Sitting	17	21%	Acceptable
		Fall	12	20%	Sitting	19	19%	Acceptable
		Winter	13	18%	Standing	20	18%	Acceptable
		Annual	12	9%	Sitting	19	19%	Acceptable
	C	Spring	13	18%	Standing	20	18%	Acceptable
		Summer	11	22%	Sitting	17	21%	Acceptable
		Fall	12	20%	Sitting	19	19%	Acceptable
		Winter	13	18%	Standing	20	18%	Acceptable
		Annual	12	9%	Sitting	19	19%	Acceptable
	D	Spring	13	18%	Standing	20	18%	Acceptable
		Summer	11	22%	Sitting	17	21%	Acceptable
		Fall	12	20%	Sitting	19	19%	Acceptable
		Winter	13	18%	Standing	21	24%	Acceptable
		Annual	12	9%	Sitting	19	19%	Acceptable
10	A	Spring	11	-	Sitting	17	-	Acceptable
		Summer	9	-	Sitting	14	-	Acceptable
		Fall	10	-	Sitting	16	-	Acceptable
		Winter	11	-	Sitting	17	-	Acceptable
		Annual	11	-	Sitting	17	-	Acceptable
	B	Spring	13	18%	Standing	20	18%	Acceptable
		Summer	11	22%	Sitting	17	21%	Acceptable
		Fall	12	20%	Sitting	19	19%	Acceptable
		Winter	12	9%	Sitting	20	18%	Acceptable
		Annual	12	9%	Sitting	19	12%	Acceptable
	C	Spring	13	18%	Standing	20	18%	Acceptable
		Summer	11	22%	Sitting	17	21%	Acceptable
		Fall	12	20%	Sitting	19	19%	Acceptable
		Winter	13	18%	Standing	20	18%	Acceptable
		Annual	12	9%	Sitting	19	12%	Acceptable
	D	Spring	13	18%	Standing	20	18%	Acceptable
		Summer	11	22%	Sitting	17	21%	Acceptable
		Fall	12	20%	Sitting	19	19%	Acceptable
		Winter	13	18%	Standing	21	24%	Acceptable
		Annual	12	9%	Sitting	19	12%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
11	A	Spring	11	-	Sitting	16	-	Acceptable
		Summer	9	-	Sitting	14	-	Acceptable
		Fall	10	-	Sitting	16	-	Acceptable
		Winter	10	-	Sitting	16	-	Acceptable
		Annual	10	-	Sitting	15	-	Acceptable
	B	Spring	12	9%	Sitting	19	19%	Acceptable
		Summer	10	11%	Sitting	16	14%	Acceptable
		Fall	11	10%	Sitting	18	13%	Acceptable
		Winter	11	10%	Sitting	18	13%	Acceptable
		Annual	11	10%	Sitting	18	20%	Acceptable
	C	Spring	12	9%	Sitting	19	19%	Acceptable
		Summer	10	11%	Sitting	16	14%	Acceptable
		Fall	11	10%	Sitting	18	13%	Acceptable
		Winter	12	20%	Sitting	18	13%	Acceptable
		Annual	11	10%	Sitting	18	20%	Acceptable
	D	Spring	12	9%	Sitting	19	19%	Acceptable
		Summer	10	11%	Sitting	16	14%	Acceptable
		Fall	11	10%	Sitting	18	13%	Acceptable
		Winter	12	20%	Sitting	19	19%	Acceptable
		Annual	11	10%	Sitting	18	20%	Acceptable
12	A	Spring	24	-	Uncomfortable	31	-	Acceptable
		Summer	18	-	Walking	25	-	Acceptable
		Fall	22	-	Uncomfortable	29	-	Acceptable
		Winter	24	-	Uncomfortable	31	-	Acceptable
		Annual	22	-	Uncomfortable	29	-	Acceptable
	B	Spring	18	-25%	Walking	25	-19%	Acceptable
		Summer	14	-22%	Standing	20	-20%	Acceptable
		Fall	17	-23%	Walking	24	-17%	Acceptable
		Winter	19	-21%	Walking	28	-10%	Acceptable
		Annual	18	-18%	Walking	25	-14%	Acceptable
	C	Spring	15	-38%	Standing	21	-32%	Acceptable
		Summer	11	-39%	Sitting	16	-36%	Acceptable
		Fall	14	-36%	Standing	20	-31%	Acceptable
		Winter	16	-33%	Walking	23	-26%	Acceptable
		Annual	15	-32%	Standing	21	-28%	Acceptable
	D	Spring	14	-42%	Standing	21	-32%	Acceptable
		Summer	11	-39%	Sitting	16	-36%	Acceptable
		Fall	14	-36%	Standing	20	-31%	Acceptable
		Winter	16	-33%	Walking	23	-26%	Acceptable
		Annual	14	-36%	Standing	21	-28%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
13	A	Spring	24	-	Uncomfortable	33	-	Unacceptable
		Summer	19	-	Walking	26	-	Acceptable
		Fall	22	-	Uncomfortable	31	-	Acceptable
		Winter	26	-	Uncomfortable	35	-	Unacceptable
		Annual	24	-	Uncomfortable	33	-	Unacceptable
	B	Spring	26	8%	Uncomfortable	35	6%	Unacceptable
		Summer	21	11%	Uncomfortable	28	8%	Acceptable
		Fall	25	14%	Uncomfortable	34	10%	Unacceptable
		Winter	28	8%	Dangerous	38	9%	Unacceptable
		Annual	26	8%	Uncomfortable	35	6%	Unacceptable
	C	Spring	28	17%	Dangerous	37	12%	Unacceptable
		Summer	22	16%	Uncomfortable	29	12%	Acceptable
		Fall	27	23%	Uncomfortable	35	13%	Unacceptable
		Winter	31	19%	Dangerous	40	14%	Unacceptable
		Annual	28	17%	Dangerous	37	12%	Unacceptable
	D	Spring	27	13%	Uncomfortable	35	6%	Unacceptable
		Summer	22	16%	Uncomfortable	27	4%	Acceptable
		Fall	26	18%	Uncomfortable	33	6%	Unacceptable
		Winter	30	15%	Dangerous	38	9%	Unacceptable
		Annual	27	13%	Uncomfortable	35	6%	Unacceptable
14	A	Spring	11	-	Sitting	18	-	Acceptable
		Summer	9	-	Sitting	15	-	Acceptable
		Fall	11	-	Sitting	18	-	Acceptable
		Winter	12	-	Sitting	20	-	Acceptable
		Annual	11	-	Sitting	19	-	Acceptable
	B	Spring	15	36%	Standing	23	28%	Acceptable
		Summer	12	33%	Sitting	18	20%	Acceptable
		Fall	14	27%	Standing	21	17%	Acceptable
		Winter	16	33%	Walking	24	20%	Acceptable
		Annual	15	36%	Standing	22	16%	Acceptable
	C	Spring	13	18%	Standing	20	11%	Acceptable
		Summer	11	22%	Sitting	16	7%	Acceptable
		Fall	13	18%	Standing	19	6%	Acceptable
		Winter	14	17%	Standing	21	5%	Acceptable
		Annual	13	18%	Standing	19	0%	Acceptable
	D	Spring	14	27%	Standing	20	11%	Acceptable
		Summer	11	22%	Sitting	16	7%	Acceptable
		Fall	13	18%	Standing	19	6%	Acceptable
		Winter	14	17%	Standing	21	5%	Acceptable
		Annual	13	18%	Standing	20	5%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
15	A	Spring	12	-	Sitting	18	-	Acceptable
		Summer	9	-	Sitting	15	-	Acceptable
		Fall	11	-	Sitting	18	-	Acceptable
		Winter	13	-	Standing	20	-	Acceptable
		Annual	12	-	Sitting	19	-	Acceptable
	B	Spring	12	0%	Sitting	18	0%	Acceptable
		Summer	10	11%	Sitting	16	7%	Acceptable
		Fall	11	0%	Sitting	18	0%	Acceptable
		Winter	12	-8%	Sitting	19	-5%	Acceptable
		Annual	11	-8%	Sitting	18	-5%	Acceptable
	C	Spring	11	-8%	Sitting	18	0%	Acceptable
		Summer	10	11%	Sitting	16	7%	Acceptable
		Fall	11	0%	Sitting	17	-6%	Acceptable
		Winter	11	-15%	Sitting	18	-10%	Acceptable
		Annual	11	-8%	Sitting	17	-11%	Acceptable
	D	Spring	12	0%	Sitting	19	6%	Acceptable
		Summer	10	11%	Sitting	17	13%	Acceptable
		Fall	11	0%	Sitting	18	0%	Acceptable
		Winter	12	-8%	Sitting	19	-5%	Acceptable
		Annual	11	-8%	Sitting	18	-5%	Acceptable
16	A	Spring	16	-	Walking	23	-	Acceptable
		Summer	14	-	Standing	21	-	Acceptable
		Fall	16	-	Walking	23	-	Acceptable
		Winter	17	-	Walking	25	-	Acceptable
		Annual	16	-	Walking	24	-	Acceptable
	B	Spring	8	-50%	Sitting	13	-43%	Acceptable
		Summer	7	-50%	Sitting	11	-48%	Acceptable
		Fall	8	-50%	Sitting	13	-43%	Acceptable
		Winter	8	-53%	Sitting	14	-44%	Acceptable
		Annual	8	-50%	Sitting	13	-46%	Acceptable
	C	Spring	9	-44%	Sitting	16	-30%	Acceptable
		Summer	7	-50%	Sitting	13	-38%	Acceptable
		Fall	9	-44%	Sitting	15	-35%	Acceptable
		Winter	10	-41%	Sitting	17	-32%	Acceptable
		Annual	9	-44%	Sitting	15	-38%	Acceptable
	D	Spring	9	-44%	Sitting	16	-30%	Acceptable
		Summer	7	-50%	Sitting	13	-38%	Acceptable
		Fall	9	-44%	Sitting	15	-35%	Acceptable
		Winter	10	-41%	Sitting	17	-32%	Acceptable
		Annual	9	-44%	Sitting	15	-38%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
17	A	Spring	19	-	Walking	26	-	Acceptable
		Summer	15	-	Standing	20	-	Acceptable
		Fall	18	-	Walking	25	-	Acceptable
		Winter	21	-	Uncomfortable	28	-	Acceptable
		Annual	19	-	Walking	26	-	Acceptable
	B	Spring	17	-11%	Walking	23	-12%	Acceptable
		Summer	13	-13%	Standing	19	-5%	Acceptable
		Fall	16	-11%	Walking	22	-12%	Acceptable
		Winter	18	-14%	Walking	25	-11%	Acceptable
		Annual	17	-11%	Walking	23	-12%	Acceptable
	C	Spring	17	-11%	Walking	23	-12%	Acceptable
		Summer	13	-13%	Standing	19	-5%	Acceptable
		Fall	16	-11%	Walking	22	-12%	Acceptable
		Winter	18	-14%	Walking	25	-11%	Acceptable
		Annual	17	-11%	Walking	23	-12%	Acceptable
	D	Spring	17	-11%	Walking	23	-12%	Acceptable
		Summer	13	-13%	Standing	19	-5%	Acceptable
		Fall	16	-11%	Walking	22	-12%	Acceptable
		Winter	18	-14%	Walking	25	-11%	Acceptable
		Annual	16	-16%	Walking	23	-12%	Acceptable
18	A	Spring	18	-	Walking	26	-	Acceptable
		Summer	14	-	Standing	20	-	Acceptable
		Fall	17	-	Walking	25	-	Acceptable
		Winter	19	-	Walking	28	-	Acceptable
		Annual	18	-	Walking	26	-	Acceptable
	B	Spring	16	-11%	Walking	23	-12%	Acceptable
		Summer	12	-14%	Sitting	18	-10%	Acceptable
		Fall	15	-12%	Standing	22	-12%	Acceptable
		Winter	17	-11%	Walking	26	-7%	Acceptable
		Annual	16	-11%	Walking	23	-12%	Acceptable
	C	Spring	16	-11%	Walking	24	-8%	Acceptable
		Summer	13	-7%	Standing	19	-5%	Acceptable
		Fall	15	-12%	Standing	23	-8%	Acceptable
		Winter	18	-5%	Walking	26	-7%	Acceptable
		Annual	16	-11%	Walking	24	-8%	Acceptable
	D	Spring	16	-11%	Walking	24	-8%	Acceptable
		Summer	13	-7%	Standing	19	-5%	Acceptable
		Fall	15	-12%	Standing	23	-8%	Acceptable
		Winter	18	-5%	Walking	26	-7%	Acceptable
		Annual	16	-11%	Walking	24	-8%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
19	A	Spring	19	-	Walking	26	-	Acceptable
		Summer	15	-	Standing	20	-	Acceptable
		Fall	18	-	Walking	25	-	Acceptable
		Winter	21	-	Uncomfortable	28	-	Acceptable
		Annual	19	-	Walking	26	-	Acceptable
	B	Spring	18	-5%	Walking	25	-4%	Acceptable
		Summer	15	0%	Standing	20	0%	Acceptable
		Fall	17	-6%	Walking	24	-4%	Acceptable
		Winter	20	-5%	Uncomfortable	27	-4%	Acceptable
		Annual	18	-5%	Walking	25	-4%	Acceptable
	C	Spring	18	-5%	Walking	25	-4%	Acceptable
		Summer	14	-7%	Standing	20	0%	Acceptable
		Fall	17	-6%	Walking	23	-8%	Acceptable
		Winter	19	-10%	Walking	26	-7%	Acceptable
		Annual	18	-5%	Walking	24	-8%	Acceptable
	D	Spring	18	-5%	Walking	25	-4%	Acceptable
		Summer	15	0%	Standing	20	0%	Acceptable
		Fall	17	-6%	Walking	24	-4%	Acceptable
		Winter	20	-5%	Uncomfortable	27	-4%	Acceptable
		Annual	18	-5%	Walking	25	-4%	Acceptable
20	A	Spring	19	-	Walking	26	-	Acceptable
		Summer	15	-	Standing	21	-	Acceptable
		Fall	19	-	Walking	25	-	Acceptable
		Winter	21	-	Uncomfortable	28	-	Acceptable
		Annual	20	-	Uncomfortable	27	-	Acceptable
	B	Spring	16	-16%	Walking	24	-8%	Acceptable
		Summer	13	-13%	Standing	19	-10%	Acceptable
		Fall	16	-16%	Walking	22	-12%	Acceptable
		Winter	18	-14%	Walking	25	-11%	Acceptable
		Annual	16	-20%	Walking	23	-15%	Acceptable
	C	Spring	16	-16%	Walking	24	-8%	Acceptable
		Summer	13	-13%	Standing	19	-10%	Acceptable
		Fall	16	-16%	Walking	22	-12%	Acceptable
		Winter	18	-14%	Walking	25	-11%	Acceptable
		Annual	16	-20%	Walking	23	-15%	Acceptable
	D	Spring	17	-11%	Walking	24	-8%	Acceptable
		Summer	13	-13%	Standing	19	-10%	Acceptable
		Fall	16	-16%	Walking	22	-12%	Acceptable
		Winter	18	-14%	Walking	25	-11%	Acceptable
		Annual	16	-20%	Walking	23	-15%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
21	A	Spring	17	-	Walking	24	-	Acceptable
		Summer	14	-	Standing	19	-	Acceptable
		Fall	17	-	Walking	23	-	Acceptable
		Winter	19	-	Walking	26	-	Acceptable
		Annual	18	-	Walking	24	-	Acceptable
	B	Spring	15	-12%	Standing	21	-13%	Acceptable
		Summer	11	-21%	Sitting	17	-11%	Acceptable
		Fall	14	-18%	Standing	20	-13%	Acceptable
		Winter	16	-16%	Walking	23	-12%	Acceptable
		Annual	15	-17%	Standing	21	-13%	Acceptable
	C	Spring	15	-12%	Standing	22	-8%	Acceptable
		Summer	12	-14%	Sitting	17	-11%	Acceptable
		Fall	14	-18%	Standing	21	-9%	Acceptable
		Winter	16	-16%	Walking	23	-12%	Acceptable
		Annual	15	-17%	Standing	21	-13%	Acceptable
	D	Spring	15	-12%	Standing	21	-13%	Acceptable
		Summer	12	-14%	Sitting	17	-11%	Acceptable
		Fall	14	-18%	Standing	21	-9%	Acceptable
		Winter	16	-16%	Walking	23	-12%	Acceptable
		Annual	15	-17%	Standing	21	-13%	Acceptable
22	A	Spring	18	-	Walking	24	-	Acceptable
		Summer	14	-	Standing	19	-	Acceptable
		Fall	17	-	Walking	23	-	Acceptable
		Winter	19	-	Walking	26	-	Acceptable
		Annual	18	-	Walking	24	-	Acceptable
	B	Spring	17	-6%	Walking	24	0%	Acceptable
		Summer	14	0%	Standing	19	0%	Acceptable
		Fall	16	-6%	Walking	22	-4%	Acceptable
		Winter	18	-5%	Walking	25	-4%	Acceptable
		Annual	17	-6%	Walking	23	-4%	Acceptable
	C	Spring	17	-6%	Walking	23	-4%	Acceptable
		Summer	13	-7%	Standing	19	0%	Acceptable
		Fall	16	-6%	Walking	22	-4%	Acceptable
		Winter	18	-5%	Walking	25	-4%	Acceptable
		Annual	17	-6%	Walking	23	-4%	Acceptable
	D	Spring	17	-6%	Walking	23	-4%	Acceptable
		Summer	14	0%	Standing	19	0%	Acceptable
		Fall	16	-6%	Walking	22	-4%	Acceptable
		Winter	18	-5%	Walking	25	-4%	Acceptable
		Annual	17	-6%	Walking	23	-4%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
23	A	Spring	19	-	Walking	26	-	Acceptable
		Summer	16	-	Walking	21	-	Acceptable
		Fall	19	-	Walking	25	-	Acceptable
		Winter	21	-	Uncomfortable	28	-	Acceptable
		Annual	20	-	Uncomfortable	26	-	Acceptable
	B	Spring	18	-5%	Walking	24	-8%	Acceptable
		Summer	14	-13%	Standing	19	-10%	Acceptable
		Fall	17	-11%	Walking	23	-8%	Acceptable
		Winter	19	-10%	Walking	26	-7%	Acceptable
		Annual	17	-15%	Walking	24	-8%	Acceptable
	C	Spring	17	-11%	Walking	24	-8%	Acceptable
		Summer	14	-13%	Standing	19	-10%	Acceptable
		Fall	16	-16%	Walking	23	-8%	Acceptable
		Winter	19	-10%	Walking	26	-7%	Acceptable
		Annual	17	-15%	Walking	23	-12%	Acceptable
	D	Spring	18	-5%	Walking	24	-8%	Acceptable
		Summer	14	-13%	Standing	19	-10%	Acceptable
		Fall	17	-11%	Walking	23	-8%	Acceptable
		Winter	19	-10%	Walking	26	-7%	Acceptable
		Annual	17	-15%	Walking	24	-8%	Acceptable
24	A	Spring	18	-	Walking	25	-	Acceptable
		Summer	15	-	Standing	20	-	Acceptable
		Fall	18	-	Walking	24	-	Acceptable
		Winter	20	-	Uncomfortable	27	-	Acceptable
		Annual	18	-	Walking	25	-	Acceptable
	B	Spring	18	0%	Walking	26	4%	Acceptable
		Summer	14	-7%	Standing	21	5%	Acceptable
		Fall	17	-6%	Walking	25	4%	Acceptable
		Winter	19	-5%	Walking	28	4%	Acceptable
		Annual	18	0%	Walking	25	0%	Acceptable
	C	Spring	18	0%	Walking	26	4%	Acceptable
		Summer	14	-7%	Standing	21	5%	Acceptable
		Fall	17	-6%	Walking	25	4%	Acceptable
		Winter	19	-5%	Walking	27	0%	Acceptable
		Annual	18	0%	Walking	25	0%	Acceptable
	D	Spring	18	0%	Walking	26	4%	Acceptable
		Summer	15	0%	Standing	21	5%	Acceptable
		Fall	17	-6%	Walking	25	4%	Acceptable
		Winter	19	-5%	Walking	28	4%	Acceptable
		Annual	18	0%	Walking	25	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
25	A	Spring	19	-	Walking	26	-	Acceptable
		Summer	15	-	Standing	22	-	Acceptable
		Fall	18	-	Walking	25	-	Acceptable
		Winter	20	-	Uncomfortable	28	-	Acceptable
		Annual	19	-	Walking	26	-	Acceptable
	B	Spring	20	5%	Uncomfortable	30	15%	Acceptable
		Summer	16	7%	Walking	24	9%	Acceptable
		Fall	19	6%	Walking	28	12%	Acceptable
		Winter	22	10%	Uncomfortable	32	14%	Unacceptable
		Annual	20	5%	Uncomfortable	29	12%	Acceptable
	C	Spring	20	5%	Uncomfortable	29	12%	Acceptable
		Summer	16	7%	Walking	24	9%	Acceptable
		Fall	19	6%	Walking	28	12%	Acceptable
		Winter	21	5%	Uncomfortable	31	11%	Acceptable
		Annual	20	5%	Uncomfortable	29	12%	Acceptable
	D	Spring	20	5%	Uncomfortable	29	12%	Acceptable
		Summer	16	7%	Walking	23	5%	Acceptable
		Fall	19	6%	Walking	28	12%	Acceptable
		Winter	22	10%	Uncomfortable	31	11%	Acceptable
		Annual	20	5%	Uncomfortable	29	12%	Acceptable
26	A	Spring	14	-	Standing	22	-	Acceptable
		Summer	11	-	Sitting	18	-	Acceptable
		Fall	13	-	Standing	22	-	Acceptable
		Winter	15	-	Standing	24	-	Acceptable
		Annual	14	-	Standing	23	-	Acceptable
	B	Spring	13	-7%	Standing	21	-5%	Acceptable
		Summer	10	-9%	Sitting	16	-11%	Acceptable
		Fall	12	-8%	Sitting	20	-9%	Acceptable
		Winter	14	-7%	Standing	23	-4%	Acceptable
		Annual	12	-14%	Sitting	21	-9%	Acceptable
	C	Spring	13	-7%	Standing	22	0%	Acceptable
		Summer	10	-9%	Sitting	17	-6%	Acceptable
		Fall	12	-8%	Sitting	21	-5%	Acceptable
		Winter	14	-7%	Standing	24	0%	Acceptable
		Annual	13	-7%	Standing	22	-4%	Acceptable
	D	Spring	13	-7%	Standing	22	0%	Acceptable
		Summer	10	-9%	Sitting	17	-6%	Acceptable
		Fall	12	-8%	Sitting	20	-9%	Acceptable
		Winter	14	-7%	Standing	24	0%	Acceptable
		Annual	13	-7%	Standing	22	-4%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
27	A	Spring	14	-	Standing	21	-	Acceptable
		Summer	11	-	Sitting	18	-	Acceptable
		Fall	13	-	Standing	21	-	Acceptable
		Winter	15	-	Standing	23	-	Acceptable
		Annual	14	-	Standing	22	-	Acceptable
	B	Spring	14	0%	Standing	21	0%	Acceptable
		Summer	11	0%	Sitting	18	0%	Acceptable
		Fall	13	0%	Standing	21	0%	Acceptable
		Winter	15	0%	Standing	23	0%	Acceptable
		Annual	14	0%	Standing	21	-5%	Acceptable
	C	Spring	14	0%	Standing	22	5%	Acceptable
		Summer	11	0%	Sitting	18	0%	Acceptable
		Fall	13	0%	Standing	21	0%	Acceptable
		Winter	15	0%	Standing	23	0%	Acceptable
		Annual	14	0%	Standing	21	-5%	Acceptable
	D	Spring	14	0%	Standing	22	5%	Acceptable
		Summer	12	9%	Sitting	18	0%	Acceptable
		Fall	13	0%	Standing	21	0%	Acceptable
		Winter	15	0%	Standing	23	0%	Acceptable
		Annual	14	0%	Standing	21	-5%	Acceptable
28	A	Spring	20	-	Uncomfortable	29	-	Acceptable
		Summer	18	-	Walking	25	-	Acceptable
		Fall	20	-	Uncomfortable	28	-	Acceptable
		Winter	22	-	Uncomfortable	31	-	Acceptable
		Annual	21	-	Uncomfortable	29	-	Acceptable
	B	Spring	19	-5%	Walking	28	-3%	Acceptable
		Summer	16	-11%	Walking	23	-8%	Acceptable
		Fall	18	-10%	Walking	26	-7%	Acceptable
		Winter	20	-9%	Uncomfortable	29	-6%	Acceptable
		Annual	19	-10%	Walking	27	-7%	Acceptable
	C	Spring	20	0%	Uncomfortable	28	-3%	Acceptable
		Summer	17	-6%	Walking	24	-4%	Acceptable
		Fall	19	-5%	Walking	27	-4%	Acceptable
		Winter	21	-5%	Uncomfortable	29	-6%	Acceptable
		Annual	19	-10%	Walking	27	-7%	Acceptable
	D	Spring	20	0%	Uncomfortable	28	-3%	Acceptable
		Summer	17	-6%	Walking	24	-4%	Acceptable
		Fall	19	-5%	Walking	27	-4%	Acceptable
		Winter	21	-5%	Uncomfortable	29	-6%	Acceptable
		Annual	19	-10%	Walking	27	-7%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
29	A	Spring	15	-	Standing	23	-	Acceptable
		Summer	13	-	Standing	20	-	Acceptable
		Fall	14	-	Standing	22	-	Acceptable
		Winter	15	-	Standing	24	-	Acceptable
		Annual	14	-	Standing	23	-	Acceptable
	B	Spring	21	40%	Uncomfortable	30	30%	Acceptable
		Summer	18	38%	Walking	25	25%	Acceptable
		Fall	20	43%	Uncomfortable	29	32%	Acceptable
		Winter	22	47%	Uncomfortable	31	29%	Acceptable
		Annual	21	50%	Uncomfortable	29	26%	Acceptable
	C	Spring	21	40%	Uncomfortable	30	30%	Acceptable
		Summer	19	46%	Walking	26	30%	Acceptable
		Fall	21	50%	Uncomfortable	29	32%	Acceptable
		Winter	22	47%	Uncomfortable	32	33%	Unacceptable
		Annual	21	50%	Uncomfortable	30	30%	Acceptable
	D	Spring	21	40%	Uncomfortable	30	30%	Acceptable
		Summer	19	46%	Walking	26	30%	Acceptable
		Fall	21	50%	Uncomfortable	29	32%	Acceptable
		Winter	22	47%	Uncomfortable	31	29%	Acceptable
		Annual	21	50%	Uncomfortable	30	30%	Acceptable
30	A	Spring	14	-	Standing	21	-	Acceptable
		Summer	12	-	Sitting	18	-	Acceptable
		Fall	14	-	Standing	20	-	Acceptable
		Winter	16	-	Walking	22	-	Acceptable
		Annual	15	-	Standing	21	-	Acceptable
	B	Spring	15	7%	Standing	21	0%	Acceptable
		Summer	12	0%	Sitting	17	-6%	Acceptable
		Fall	14	0%	Standing	20	0%	Acceptable
		Winter	14	-13%	Standing	21	-5%	Acceptable
		Annual	14	-7%	Standing	20	-5%	Acceptable
	C	Spring	14	0%	Standing	21	0%	Acceptable
		Summer	12	0%	Sitting	17	-6%	Acceptable
		Fall	13	-7%	Standing	20	0%	Acceptable
		Winter	14	-13%	Standing	21	-5%	Acceptable
		Annual	13	-13%	Standing	20	-5%	Acceptable
	D	Spring	14	0%	Standing	21	0%	Acceptable
		Summer	12	0%	Sitting	17	-6%	Acceptable
		Fall	13	-7%	Standing	20	0%	Acceptable
		Winter	14	-13%	Standing	21	-5%	Acceptable
		Annual	13	-13%	Standing	20	-5%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
31	A	Spring	18	-	Walking	25	-	Acceptable
		Summer	14	-	Standing	20	-	Acceptable
		Fall	17	-	Walking	24	-	Acceptable
		Winter	19	-	Walking	26	-	Acceptable
		Annual	18	-	Walking	25	-	Acceptable
	B	Spring	16	-11%	Walking	24	-4%	Acceptable
		Summer	13	-7%	Standing	19	-5%	Acceptable
		Fall	15	-12%	Standing	23	-4%	Acceptable
		Winter	17	-11%	Walking	25	-4%	Acceptable
		Annual	16	-11%	Walking	23	-8%	Acceptable
	C	Spring	16	-11%	Walking	24	-4%	Acceptable
		Summer	13	-7%	Standing	19	-5%	Acceptable
		Fall	16	-6%	Walking	23	-4%	Acceptable
		Winter	17	-11%	Walking	25	-4%	Acceptable
		Annual	16	-11%	Walking	23	-8%	Acceptable
	D	Spring	16	-11%	Walking	24	-4%	Acceptable
		Summer	13	-7%	Standing	19	-5%	Acceptable
		Fall	15	-12%	Standing	23	-4%	Acceptable
		Winter	17	-11%	Walking	25	-4%	Acceptable
		Annual	16	-11%	Walking	23	-8%	Acceptable
32	A	Spring	18	-	Walking	25	-	Acceptable
		Summer	14	-	Standing	20	-	Acceptable
		Fall	17	-	Walking	24	-	Acceptable
		Winter	19	-	Walking	26	-	Acceptable
		Annual	18	-	Walking	25	-	Acceptable
	B	Spring	14	-22%	Standing	22	-12%	Acceptable
		Summer	12	-14%	Sitting	18	-10%	Acceptable
		Fall	13	-24%	Standing	20	-17%	Acceptable
		Winter	14	-26%	Standing	22	-15%	Acceptable
		Annual	14	-22%	Standing	21	-16%	Acceptable
	C	Spring	14	-22%	Standing	21	-16%	Acceptable
		Summer	12	-14%	Sitting	18	-10%	Acceptable
		Fall	13	-24%	Standing	20	-17%	Acceptable
		Winter	14	-26%	Standing	21	-19%	Acceptable
		Annual	13	-28%	Standing	20	-20%	Acceptable
	D	Spring	14	-22%	Standing	21	-16%	Acceptable
		Summer	12	-14%	Sitting	18	-10%	Acceptable
		Fall	13	-24%	Standing	20	-17%	Acceptable
		Winter	14	-26%	Standing	20	-23%	Acceptable
		Annual	13	-28%	Standing	20	-20%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
33	A	Spring	17	-	Walking	23	-	Acceptable
		Summer	14	-	Standing	19	-	Acceptable
		Fall	16	-	Walking	22	-	Acceptable
		Winter	16	-	Walking	22	-	Acceptable
		Annual	16	-	Walking	22	-	Acceptable
	B	Spring	16	-6%	Walking	22	-4%	Acceptable
		Summer	14	0%	Standing	19	0%	Acceptable
		Fall	15	-6%	Standing	21	-5%	Acceptable
		Winter	15	-6%	Standing	22	0%	Acceptable
		Annual	15	-6%	Standing	21	-5%	Acceptable
	C	Spring	16	-6%	Walking	22	-4%	Acceptable
		Summer	13	-7%	Standing	18	-5%	Acceptable
		Fall	14	-13%	Standing	20	-9%	Acceptable
		Winter	15	-6%	Standing	21	-5%	Acceptable
		Annual	15	-6%	Standing	20	-9%	Acceptable
	D	Spring	16	-6%	Walking	22	-4%	Acceptable
		Summer	13	-7%	Standing	18	-5%	Acceptable
		Fall	14	-13%	Standing	20	-9%	Acceptable
		Winter	15	-6%	Standing	21	-5%	Acceptable
		Annual	15	-6%	Standing	20	-9%	Acceptable
34	A	Spring	13	-	Standing	19	-	Acceptable
		Summer	10	-	Sitting	15	-	Acceptable
		Fall	12	-	Sitting	18	-	Acceptable
		Winter	13	-	Standing	19	-	Acceptable
		Annual	12	-	Sitting	18	-	Acceptable
	B	Spring	14	8%	Standing	21	11%	Acceptable
		Summer	11	10%	Sitting	16	7%	Acceptable
		Fall	13	8%	Standing	20	11%	Acceptable
		Winter	15	15%	Standing	23	21%	Acceptable
		Annual	14	17%	Standing	21	17%	Acceptable
	C	Spring	14	8%	Standing	21	11%	Acceptable
		Summer	11	10%	Sitting	16	7%	Acceptable
		Fall	13	8%	Standing	20	11%	Acceptable
		Winter	15	15%	Standing	23	21%	Acceptable
		Annual	14	17%	Standing	21	17%	Acceptable
	D	Spring	14	8%	Standing	21	11%	Acceptable
		Summer	11	10%	Sitting	16	7%	Acceptable
		Fall	13	8%	Standing	20	11%	Acceptable
		Winter	15	15%	Standing	23	21%	Acceptable
		Annual	14	17%	Standing	21	17%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
35	A	Spring	14	-	Standing	22	-	Acceptable
		Summer	11	-	Sitting	17	-	Acceptable
		Fall	14	-	Standing	21	-	Acceptable
		Winter	15	-	Standing	24	-	Acceptable
		Annual	14	-	Standing	22	-	Acceptable
	B	Spring	14	0%	Standing	22	0%	Acceptable
		Summer	11	0%	Sitting	17	0%	Acceptable
		Fall	13	-7%	Standing	20	-5%	Acceptable
		Winter	15	0%	Standing	23	-4%	Acceptable
		Annual	14	0%	Standing	21	-5%	Acceptable
	C	Spring	14	0%	Standing	22	0%	Acceptable
		Summer	11	0%	Sitting	17	0%	Acceptable
		Fall	13	-7%	Standing	20	-5%	Acceptable
		Winter	15	0%	Standing	23	-4%	Acceptable
		Annual	14	0%	Standing	21	-5%	Acceptable
	D	Spring	14	0%	Standing	22	0%	Acceptable
		Summer	11	0%	Sitting	17	0%	Acceptable
		Fall	13	-7%	Standing	20	-5%	Acceptable
		Winter	15	0%	Standing	23	-4%	Acceptable
		Annual	14	0%	Standing	21	-5%	Acceptable
36	A	Spring	20	-	Uncomfortable	27	-	Acceptable
		Summer	17	-	Walking	23	-	Acceptable
		Fall	19	-	Walking	26	-	Acceptable
		Winter	19	-	Walking	27	-	Acceptable
		Annual	19	-	Walking	27	-	Acceptable
	B	Spring	14	-30%	Standing	22	-19%	Acceptable
		Summer	12	-29%	Sitting	18	-22%	Acceptable
		Fall	14	-26%	Standing	21	-19%	Acceptable
		Winter	15	-21%	Standing	24	-11%	Acceptable
		Annual	14	-26%	Standing	22	-19%	Acceptable
	C	Spring	14	-30%	Standing	21	-22%	Acceptable
		Summer	11	-35%	Sitting	17	-26%	Acceptable
		Fall	13	-32%	Standing	20	-23%	Acceptable
		Winter	15	-21%	Standing	23	-15%	Acceptable
		Annual	14	-26%	Standing	21	-22%	Acceptable
	D	Spring	13	-35%	Standing	20	-26%	Acceptable
		Summer	10	-41%	Sitting	16	-30%	Acceptable
		Fall	12	-37%	Sitting	19	-27%	Acceptable
		Winter	14	-26%	Standing	22	-19%	Acceptable
		Annual	13	-32%	Standing	20	-26%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
37	A	Spring	13	-	Standing	21	-	Acceptable
		Summer	11	-	Sitting	18	-	Acceptable
		Fall	13	-	Standing	20	-	Acceptable
		Winter	14	-	Standing	22	-	Acceptable
		Annual	13	-	Standing	21	-	Acceptable
	B	Spring	16	23%	Walking	23	10%	Acceptable
		Summer	13	18%	Standing	19	6%	Acceptable
		Fall	15	15%	Standing	22	10%	Acceptable
		Winter	18	29%	Walking	26	18%	Acceptable
		Annual	16	23%	Walking	23	10%	Acceptable
	C	Spring	18	38%	Walking	26	24%	Acceptable
		Summer	14	27%	Standing	21	17%	Acceptable
		Fall	17	31%	Walking	25	25%	Acceptable
		Winter	20	43%	Uncomfortable	29	32%	Acceptable
		Annual	18	38%	Walking	26	24%	Acceptable
	D	Spring	17	31%	Walking	25	19%	Acceptable
		Summer	14	27%	Standing	20	11%	Acceptable
		Fall	16	23%	Walking	24	20%	Acceptable
		Winter	19	36%	Walking	28	27%	Acceptable
		Annual	17	31%	Walking	25	19%	Acceptable
38	A	Spring	12	-	Sitting	18	-	Acceptable
		Summer	10	-	Sitting	16	-	Acceptable
		Fall	12	-	Sitting	18	-	Acceptable
		Winter	12	-	Sitting	19	-	Acceptable
		Annual	12	-	Sitting	18	-	Acceptable
	B	Spring	16	33%	Walking	24	33%	Acceptable
		Summer	13	30%	Standing	19	19%	Acceptable
		Fall	15	25%	Standing	22	22%	Acceptable
		Winter	18	50%	Walking	26	37%	Acceptable
		Annual	16	33%	Walking	23	28%	Acceptable
	C	Spring	16	33%	Walking	24	33%	Acceptable
		Summer	13	30%	Standing	20	25%	Acceptable
		Fall	15	25%	Standing	23	28%	Acceptable
		Winter	18	50%	Walking	27	42%	Acceptable
		Annual	16	33%	Walking	24	33%	Acceptable
	D	Spring	16	33%	Walking	24	33%	Acceptable
		Summer	13	30%	Standing	19	19%	Acceptable
		Fall	15	25%	Standing	22	22%	Acceptable
		Winter	17	42%	Walking	26	37%	Acceptable
		Annual	16	33%	Walking	23	28%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
39	A	Spring	14	-	Standing	21	-	Acceptable
		Summer	11	-	Sitting	16	-	Acceptable
		Fall	13	-	Standing	19	-	Acceptable
		Winter	13	-	Standing	21	-	Acceptable
		Annual	13	-	Standing	20	-	Acceptable
	B	Spring	21	50%	Uncomfortable	30	43%	Acceptable
		Summer	17	55%	Walking	24	50%	Acceptable
		Fall	19	46%	Walking	28	47%	Acceptable
		Winter	23	77%	Uncomfortable	33	57%	Unacceptable
		Annual	21	62%	Uncomfortable	30	50%	Acceptable
	C	Spring	21	50%	Uncomfortable	30	43%	Acceptable
		Summer	17	55%	Walking	24	50%	Acceptable
		Fall	20	54%	Uncomfortable	29	53%	Acceptable
		Winter	23	77%	Uncomfortable	34	62%	Unacceptable
		Annual	21	62%	Uncomfortable	30	50%	Acceptable
	D	Spring	21	50%	Uncomfortable	30	43%	Acceptable
		Summer	17	55%	Walking	24	50%	Acceptable
		Fall	20	54%	Uncomfortable	29	53%	Acceptable
		Winter	23	77%	Uncomfortable	34	62%	Unacceptable
		Annual	21	62%	Uncomfortable	30	50%	Acceptable
40	A	Spring	17	-	Walking	25	-	Acceptable
		Summer	13	-	Standing	20	-	Acceptable
		Fall	16	-	Walking	24	-	Acceptable
		Winter	18	-	Walking	27	-	Acceptable
		Annual	17	-	Walking	25	-	Acceptable
	B	Spring	17	0%	Walking	26	4%	Acceptable
		Summer	14	8%	Standing	21	5%	Acceptable
		Fall	16	0%	Walking	24	0%	Acceptable
		Winter	18	0%	Walking	27	0%	Acceptable
		Annual	17	0%	Walking	25	0%	Acceptable
	C	Spring	17	0%	Walking	25	0%	Acceptable
		Summer	14	8%	Standing	21	5%	Acceptable
		Fall	16	0%	Walking	24	0%	Acceptable
		Winter	18	0%	Walking	27	0%	Acceptable
		Annual	17	0%	Walking	25	0%	Acceptable
	D	Spring	17	0%	Walking	25	0%	Acceptable
		Summer	14	8%	Standing	21	5%	Acceptable
		Fall	16	0%	Walking	24	0%	Acceptable
		Winter	18	0%	Walking	27	0%	Acceptable
		Annual	17	0%	Walking	25	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
41	A	Spring	18	-	Walking	25	-	Acceptable
		Summer	14	-	Standing	19	-	Acceptable
		Fall	16	-	Walking	23	-	Acceptable
		Winter	17	-	Walking	25	-	Acceptable
		Annual	17	-	Walking	24	-	Acceptable
	B	Spring	19	6%	Walking	27	8%	Acceptable
		Summer	14	0%	Standing	20	5%	Acceptable
		Fall	17	6%	Walking	24	4%	Acceptable
		Winter	18	6%	Walking	26	4%	Acceptable
		Annual	17	0%	Walking	25	4%	Acceptable
	C	Spring	19	6%	Walking	27	8%	Acceptable
		Summer	14	0%	Standing	20	5%	Acceptable
		Fall	17	6%	Walking	24	4%	Acceptable
		Winter	18	6%	Walking	26	4%	Acceptable
		Annual	17	0%	Walking	25	4%	Acceptable
	D	Spring	19	6%	Walking	27	8%	Acceptable
		Summer	14	0%	Standing	20	5%	Acceptable
		Fall	17	6%	Walking	24	4%	Acceptable
		Winter	18	6%	Walking	26	4%	Acceptable
		Annual	17	0%	Walking	25	4%	Acceptable
42	A	Spring	18	-	Walking	26	-	Acceptable
		Summer	15	-	Standing	22	-	Acceptable
		Fall	17	-	Walking	26	-	Acceptable
		Winter	18	-	Walking	27	-	Acceptable
		Annual	17	-	Walking	26	-	Acceptable
	B	Spring	17	-6%	Walking	26	0%	Acceptable
		Summer	13	-13%	Standing	20	-9%	Acceptable
		Fall	16	-6%	Walking	25	-4%	Acceptable
		Winter	19	6%	Walking	29	7%	Acceptable
		Annual	17	0%	Walking	26	0%	Acceptable
	C	Spring	18	0%	Walking	26	0%	Acceptable
		Summer	14	-7%	Standing	21	-5%	Acceptable
		Fall	17	0%	Walking	25	-4%	Acceptable
		Winter	19	6%	Walking	29	7%	Acceptable
		Annual	17	0%	Walking	26	0%	Acceptable
	D	Spring	17	-6%	Walking	26	0%	Acceptable
		Summer	14	-7%	Standing	21	-5%	Acceptable
		Fall	17	0%	Walking	25	-4%	Acceptable
		Winter	19	6%	Walking	29	7%	Acceptable
		Annual	17	0%	Walking	26	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
43	A	Spring	13	-	Standing	20	-	Acceptable
		Summer	11	-	Sitting	16	-	Acceptable
		Fall	13	-	Standing	19	-	Acceptable
		Winter	13	-	Standing	19	-	Acceptable
		Annual	13	-	Standing	19	-	Acceptable
	B	Spring	15	15%	Standing	22	10%	Acceptable
		Summer	12	9%	Sitting	16	0%	Acceptable
		Fall	14	8%	Standing	20	5%	Acceptable
		Winter	15	15%	Standing	21	11%	Acceptable
		Annual	14	8%	Standing	20	5%	Acceptable
	C	Spring	15	15%	Standing	22	10%	Acceptable
		Summer	12	9%	Sitting	16	0%	Acceptable
		Fall	14	8%	Standing	20	5%	Acceptable
		Winter	15	15%	Standing	22	16%	Acceptable
		Annual	14	8%	Standing	20	5%	Acceptable
	D	Spring	16	23%	Walking	22	10%	Acceptable
		Summer	12	9%	Sitting	17	6%	Acceptable
		Fall	14	8%	Standing	20	5%	Acceptable
		Winter	15	15%	Standing	21	11%	Acceptable
		Annual	14	8%	Standing	20	5%	Acceptable
44	A	Spring	8	-	Sitting	15	-	Acceptable
		Summer	7	-	Sitting	12	-	Acceptable
		Fall	8	-	Sitting	14	-	Acceptable
		Winter	8	-	Sitting	14	-	Acceptable
		Annual	8	-	Sitting	14	-	Acceptable
	B	Spring	12	50%	Sitting	19	27%	Acceptable
		Summer	10	43%	Sitting	16	33%	Acceptable
		Fall	11	38%	Sitting	18	29%	Acceptable
		Winter	11	38%	Sitting	18	29%	Acceptable
		Annual	11	38%	Sitting	18	29%	Acceptable
	C	Spring	12	50%	Sitting	19	27%	Acceptable
		Summer	10	43%	Sitting	16	33%	Acceptable
		Fall	11	38%	Sitting	17	21%	Acceptable
		Winter	11	38%	Sitting	18	29%	Acceptable
		Annual	11	38%	Sitting	17	21%	Acceptable
	D	Spring	12	50%	Sitting	18	20%	Acceptable
		Summer	10	43%	Sitting	16	33%	Acceptable
		Fall	11	38%	Sitting	17	21%	Acceptable
		Winter	11	38%	Sitting	18	29%	Acceptable
		Annual	11	38%	Sitting	17	21%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
45	A	Spring	9	-	Sitting	16	-	Acceptable
		Summer	8	-	Sitting	13	-	Acceptable
		Fall	9	-	Sitting	15	-	Acceptable
		Winter	9	-	Sitting	15	-	Acceptable
		Annual	9	-	Sitting	15	-	Acceptable
	B	Spring	14	56%	Standing	21	31%	Acceptable
		Summer	12	50%	Sitting	18	38%	Acceptable
		Fall	13	44%	Standing	19	27%	Acceptable
		Winter	13	44%	Standing	20	33%	Acceptable
		Annual	13	44%	Standing	20	33%	Acceptable
	C	Spring	13	44%	Standing	21	31%	Acceptable
		Summer	12	50%	Sitting	18	38%	Acceptable
		Fall	12	33%	Sitting	19	27%	Acceptable
		Winter	13	44%	Standing	19	27%	Acceptable
		Annual	12	33%	Sitting	19	27%	Acceptable
	D	Spring	13	44%	Standing	21	31%	Acceptable
		Summer	11	38%	Sitting	18	38%	Acceptable
		Fall	12	33%	Sitting	19	27%	Acceptable
		Winter	13	44%	Standing	20	33%	Acceptable
		Annual	12	33%	Sitting	19	27%	Acceptable
46	A	Spring	15	-	Standing	22	-	Acceptable
		Summer	13	-	Standing	18	-	Acceptable
		Fall	14	-	Standing	20	-	Acceptable
		Winter	15	-	Standing	21	-	Acceptable
		Annual	14	-	Standing	21	-	Acceptable
	B	Spring	18	20%	Walking	25	14%	Acceptable
		Summer	15	15%	Standing	21	17%	Acceptable
		Fall	17	21%	Walking	24	20%	Acceptable
		Winter	19	27%	Walking	26	24%	Acceptable
		Annual	17	21%	Walking	24	14%	Acceptable
	C	Spring	18	20%	Walking	25	14%	Acceptable
		Summer	15	15%	Standing	21	17%	Acceptable
		Fall	17	21%	Walking	24	20%	Acceptable
		Winter	19	27%	Walking	26	24%	Acceptable
		Annual	18	29%	Walking	24	14%	Acceptable
	D	Spring	18	20%	Walking	25	14%	Acceptable
		Summer	15	15%	Standing	21	17%	Acceptable
		Fall	17	21%	Walking	24	20%	Acceptable
		Winter	19	27%	Walking	26	24%	Acceptable
		Annual	18	29%	Walking	24	14%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
47	A	Spring	14	-	Standing	21	-	Acceptable
		Summer	12	-	Sitting	17	-	Acceptable
		Fall	13	-	Standing	20	-	Acceptable
		Winter	14	-	Standing	21	-	Acceptable
		Annual	13	-	Standing	20	-	Acceptable
	B	Spring	11	-21%	Sitting	19	-10%	Acceptable
		Summer	10	-17%	Sitting	16	-6%	Acceptable
		Fall	11	-15%	Sitting	17	-15%	Acceptable
		Winter	11	-21%	Sitting	18	-14%	Acceptable
		Annual	11	-15%	Sitting	17	-15%	Acceptable
	C	Spring	11	-21%	Sitting	18	-14%	Acceptable
		Summer	10	-17%	Sitting	16	-6%	Acceptable
		Fall	11	-15%	Sitting	17	-15%	Acceptable
		Winter	11	-21%	Sitting	18	-14%	Acceptable
		Annual	11	-15%	Sitting	17	-15%	Acceptable
	D	Spring	11	-21%	Sitting	18	-14%	Acceptable
		Summer	10	-17%	Sitting	16	-6%	Acceptable
		Fall	10	-23%	Sitting	17	-15%	Acceptable
		Winter	11	-21%	Sitting	18	-14%	Acceptable
		Annual	11	-15%	Sitting	17	-15%	Acceptable
48	A	Spring	11	-	Sitting	18	-	Acceptable
		Summer	9	-	Sitting	15	-	Acceptable
		Fall	11	-	Sitting	17	-	Acceptable
		Winter	11	-	Sitting	18	-	Acceptable
		Annual	11	-	Sitting	17	-	Acceptable
	B	Spring	13	18%	Standing	20	11%	Acceptable
		Summer	11	22%	Sitting	17	13%	Acceptable
		Fall	12	9%	Sitting	19	12%	Acceptable
		Winter	13	18%	Standing	20	11%	Acceptable
		Annual	12	9%	Sitting	19	12%	Acceptable
	C	Spring	12	9%	Sitting	19	6%	Acceptable
		Summer	10	11%	Sitting	17	13%	Acceptable
		Fall	11	0%	Sitting	18	6%	Acceptable
		Winter	12	9%	Sitting	19	6%	Acceptable
		Annual	12	9%	Sitting	18	6%	Acceptable
	D	Spring	12	9%	Sitting	20	11%	Acceptable
		Summer	11	22%	Sitting	17	13%	Acceptable
		Fall	11	0%	Sitting	18	6%	Acceptable
		Winter	12	9%	Sitting	19	6%	Acceptable
		Annual	12	9%	Sitting	19	12%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
49	A	Spring	19	-	Walking	28	-	Acceptable
		Summer	15	-	Standing	22	-	Acceptable
		Fall	18	-	Walking	26	-	Acceptable
		Winter	20	-	Uncomfortable	29	-	Acceptable
		Annual	19	-	Walking	27	-	Acceptable
	B	Spring	20	5%	Uncomfortable	28	0%	Acceptable
		Summer	16	7%	Walking	22	0%	Acceptable
		Fall	19	6%	Walking	26	0%	Acceptable
		Winter	21	5%	Uncomfortable	29	0%	Acceptable
		Annual	20	5%	Uncomfortable	27	0%	Acceptable
	C	Spring	20	5%	Uncomfortable	28	0%	Acceptable
		Summer	16	7%	Walking	22	0%	Acceptable
		Fall	19	6%	Walking	26	0%	Acceptable
		Winter	21	5%	Uncomfortable	29	0%	Acceptable
		Annual	19	0%	Walking	27	0%	Acceptable
	D	Spring	20	5%	Uncomfortable	28	0%	Acceptable
		Summer	16	7%	Walking	22	0%	Acceptable
		Fall	19	6%	Walking	26	0%	Acceptable
		Winter	21	5%	Uncomfortable	29	0%	Acceptable
		Annual	19	0%	Walking	27	0%	Acceptable
50	A	Spring	14	-	Standing	21	-	Acceptable
		Summer	11	-	Sitting	17	-	Acceptable
		Fall	13	-	Standing	20	-	Acceptable
		Winter	14	-	Standing	22	-	Acceptable
		Annual	13	-	Standing	20	-	Acceptable
	B	Spring	15	7%	Standing	23	10%	Acceptable
		Summer	12	9%	Sitting	18	6%	Acceptable
		Fall	14	8%	Standing	21	5%	Acceptable
		Winter	16	14%	Walking	23	5%	Acceptable
		Annual	15	15%	Standing	22	10%	Acceptable
	C	Spring	15	7%	Standing	23	10%	Acceptable
		Summer	12	9%	Sitting	18	6%	Acceptable
		Fall	14	8%	Standing	21	5%	Acceptable
		Winter	16	14%	Walking	23	5%	Acceptable
		Annual	15	15%	Standing	22	10%	Acceptable
	D	Spring	15	7%	Standing	22	5%	Acceptable
		Summer	12	9%	Sitting	17	0%	Acceptable
		Fall	14	8%	Standing	21	5%	Acceptable
		Winter	15	7%	Standing	23	5%	Acceptable
		Annual	14	8%	Standing	21	5%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
51	A	Spring	11	-	Sitting	17	-	Acceptable
		Summer	9	-	Sitting	14	-	Acceptable
		Fall	11	-	Sitting	17	-	Acceptable
		Winter	12	-	Sitting	18	-	Acceptable
		Annual	11	-	Sitting	17	-	Acceptable
	B	Spring	10	-9%	Sitting	16	-6%	Acceptable
		Summer	9	0%	Sitting	13	-7%	Acceptable
		Fall	10	-9%	Sitting	15	-12%	Acceptable
		Winter	11	-8%	Sitting	17	-6%	Acceptable
		Annual	10	-9%	Sitting	16	-6%	Acceptable
	C	Spring	10	-9%	Sitting	16	-6%	Acceptable
		Summer	8	-11%	Sitting	13	-7%	Acceptable
		Fall	9	-18%	Sitting	15	-12%	Acceptable
		Winter	10	-17%	Sitting	16	-11%	Acceptable
		Annual	9	-18%	Sitting	15	-12%	Acceptable
	D	Spring	10	-9%	Sitting	16	-6%	Acceptable
		Summer	8	-11%	Sitting	13	-7%	Acceptable
		Fall	9	-18%	Sitting	15	-12%	Acceptable
		Winter	10	-17%	Sitting	17	-6%	Acceptable
		Annual	10	-9%	Sitting	15	-12%	Acceptable
52	A	Spring	13	-	Standing	20	-	Acceptable
		Summer	10	-	Sitting	15	-	Acceptable
		Fall	13	-	Standing	19	-	Acceptable
		Winter	14	-	Standing	21	-	Acceptable
		Annual	13	-	Standing	20	-	Acceptable
	B	Spring	10	-23%	Sitting	16	-20%	Acceptable
		Summer	8	-20%	Sitting	13	-13%	Acceptable
		Fall	9	-31%	Sitting	15	-21%	Acceptable
		Winter	10	-29%	Sitting	16	-24%	Acceptable
		Annual	10	-23%	Sitting	15	-25%	Acceptable
	C	Spring	10	-23%	Sitting	16	-20%	Acceptable
		Summer	8	-20%	Sitting	13	-13%	Acceptable
		Fall	9	-31%	Sitting	15	-21%	Acceptable
		Winter	10	-29%	Sitting	16	-24%	Acceptable
		Annual	10	-23%	Sitting	15	-25%	Acceptable
	D	Spring	10	-23%	Sitting	16	-20%	Acceptable
		Summer	8	-20%	Sitting	13	-13%	Acceptable
		Fall	9	-31%	Sitting	15	-21%	Acceptable
		Winter	10	-29%	Sitting	17	-19%	Acceptable
		Annual	10	-23%	Sitting	15	-25%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
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D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
53	A	Spring	13	-	Standing	20	-	Acceptable
		Summer	11	-	Sitting	17	-	Acceptable
		Fall	12	-	Sitting	19	-	Acceptable
		Winter	13	-	Standing	21	-	Acceptable
		Annual	13	-	Standing	20	-	Acceptable
	B	Spring	13	0%	Standing	20	0%	Acceptable
		Summer	11	0%	Sitting	17	0%	Acceptable
		Fall	13	8%	Standing	19	0%	Acceptable
		Winter	14	8%	Standing	20	-5%	Acceptable
		Annual	13	0%	Standing	19	-5%	Acceptable
	C	Spring	13	0%	Standing	20	0%	Acceptable
		Summer	11	0%	Sitting	17	0%	Acceptable
		Fall	12	0%	Sitting	19	0%	Acceptable
		Winter	13	0%	Standing	20	-5%	Acceptable
		Annual	13	0%	Standing	19	-5%	Acceptable
	D	Spring	13	0%	Standing	20	0%	Acceptable
		Summer	11	0%	Sitting	16	-6%	Acceptable
		Fall	12	0%	Sitting	19	0%	Acceptable
		Winter	13	0%	Standing	20	-5%	Acceptable
		Annual	13	0%	Standing	19	-5%	Acceptable
54	A	Spring	13	-	Standing	20	-	Acceptable
		Summer	11	-	Sitting	17	-	Acceptable
		Fall	13	-	Standing	19	-	Acceptable
		Winter	13	-	Standing	21	-	Acceptable
		Annual	13	-	Standing	20	-	Acceptable
	B	Spring	14	8%	Standing	21	5%	Acceptable
		Summer	12	9%	Sitting	17	0%	Acceptable
		Fall	13	0%	Standing	20	5%	Acceptable
		Winter	15	15%	Standing	22	5%	Acceptable
		Annual	14	8%	Standing	20	0%	Acceptable
	C	Spring	14	8%	Standing	21	5%	Acceptable
		Summer	12	9%	Sitting	17	0%	Acceptable
		Fall	14	8%	Standing	20	5%	Acceptable
		Winter	15	15%	Standing	22	5%	Acceptable
		Annual	14	8%	Standing	21	5%	Acceptable
	D	Spring	14	8%	Standing	21	5%	Acceptable
		Summer	12	9%	Sitting	17	0%	Acceptable
		Fall	14	8%	Standing	20	5%	Acceptable
		Winter	15	15%	Standing	22	5%	Acceptable
		Annual	14	8%	Standing	21	5%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
55	A	Spring	16	-	Walking	22	-	Acceptable
		Summer	14	-	Standing	20	-	Acceptable
		Fall	16	-	Walking	22	-	Acceptable
		Winter	17	-	Walking	24	-	Acceptable
		Annual	16	-	Walking	23	-	Acceptable
	B	Spring	14	-13%	Standing	21	-5%	Acceptable
		Summer	12	-14%	Sitting	18	-10%	Acceptable
		Fall	14	-13%	Standing	20	-9%	Acceptable
		Winter	15	-12%	Standing	21	-13%	Acceptable
		Annual	14	-13%	Standing	20	-13%	Acceptable
	C	Spring	14	-13%	Standing	21	-5%	Acceptable
		Summer	13	-7%	Standing	18	-10%	Acceptable
		Fall	14	-13%	Standing	20	-9%	Acceptable
		Winter	15	-12%	Standing	22	-8%	Acceptable
		Annual	14	-13%	Standing	21	-9%	Acceptable
	D	Spring	14	-13%	Standing	21	-5%	Acceptable
		Summer	12	-14%	Sitting	18	-10%	Acceptable
		Fall	14	-13%	Standing	20	-9%	Acceptable
		Winter	15	-12%	Standing	22	-8%	Acceptable
		Annual	14	-13%	Standing	20	-13%	Acceptable
56	A	Spring	10	-	Sitting	17	-	Acceptable
		Summer	8	-	Sitting	14	-	Acceptable
		Fall	10	-	Sitting	16	-	Acceptable
		Winter	11	-	Sitting	18	-	Acceptable
		Annual	10	-	Sitting	17	-	Acceptable
	B	Spring	14	40%	Standing	23	35%	Acceptable
		Summer	12	50%	Sitting	18	29%	Acceptable
		Fall	14	40%	Standing	22	38%	Acceptable
		Winter	16	45%	Walking	25	39%	Acceptable
		Annual	14	40%	Standing	23	35%	Acceptable
	C	Spring	12	20%	Sitting	20	18%	Acceptable
		Summer	10	25%	Sitting	17	21%	Acceptable
		Fall	12	20%	Sitting	19	19%	Acceptable
		Winter	14	27%	Standing	23	28%	Acceptable
		Annual	12	20%	Sitting	20	18%	Acceptable
	D	Spring	13	30%	Standing	20	18%	Acceptable
		Summer	10	25%	Sitting	16	14%	Acceptable
		Fall	12	20%	Sitting	19	19%	Acceptable
		Winter	14	27%	Standing	22	22%	Acceptable
		Annual	12	20%	Sitting	20	18%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
57	A	Spring	13	-	Standing	19	-	Acceptable
		Summer	12	-	Sitting	17	-	Acceptable
		Fall	13	-	Standing	19	-	Acceptable
		Winter	14	-	Standing	20	-	Acceptable
		Annual	13	-	Standing	19	-	Acceptable
	B	Spring	13	0%	Standing	20	5%	Acceptable
		Summer	11	-8%	Sitting	16	-6%	Acceptable
		Fall	12	-8%	Sitting	19	0%	Acceptable
		Winter	14	0%	Standing	21	5%	Acceptable
		Annual	13	0%	Standing	19	0%	Acceptable
	C	Spring	13	0%	Standing	20	5%	Acceptable
		Summer	11	-8%	Sitting	16	-6%	Acceptable
		Fall	13	0%	Standing	19	0%	Acceptable
		Winter	14	0%	Standing	21	5%	Acceptable
		Annual	13	0%	Standing	19	0%	Acceptable
	D	Spring	13	0%	Standing	20	5%	Acceptable
		Summer	11	-8%	Sitting	16	-6%	Acceptable
		Fall	13	0%	Standing	19	0%	Acceptable
		Winter	14	0%	Standing	21	5%	Acceptable
		Annual	13	0%	Standing	19	0%	Acceptable
58	A	Spring	13	-	Standing	20	-	Acceptable
		Summer	11	-	Sitting	17	-	Acceptable
		Fall	13	-	Standing	19	-	Acceptable
		Winter	14	-	Standing	21	-	Acceptable
		Annual	13	-	Standing	20	-	Acceptable
	B	Spring	17	31%	Walking	25	25%	Acceptable
		Summer	14	27%	Standing	21	24%	Acceptable
		Fall	17	31%	Walking	24	26%	Acceptable
		Winter	18	29%	Walking	27	29%	Acceptable
		Annual	17	31%	Walking	25	25%	Acceptable
	C	Spring	16	23%	Walking	24	20%	Acceptable
		Summer	14	27%	Standing	20	18%	Acceptable
		Fall	16	23%	Walking	23	21%	Acceptable
		Winter	17	21%	Walking	25	19%	Acceptable
		Annual	16	23%	Walking	23	15%	Acceptable
	D	Spring	16	23%	Walking	24	20%	Acceptable
		Summer	14	27%	Standing	20	18%	Acceptable
		Fall	16	23%	Walking	23	21%	Acceptable
		Winter	17	21%	Walking	25	19%	Acceptable
		Annual	16	23%	Walking	23	15%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
59	A	Spring	15	-	Standing	22	-	Acceptable
		Summer	13	-	Standing	18	-	Acceptable
		Fall	15	-	Standing	21	-	Acceptable
		Winter	16	-	Walking	23	-	Acceptable
		Annual	15	-	Standing	22	-	Acceptable
	B	Spring	16	7%	Walking	24	9%	Acceptable
		Summer	13	0%	Standing	20	11%	Acceptable
		Fall	15	0%	Standing	23	10%	Acceptable
		Winter	17	6%	Walking	25	9%	Acceptable
		Annual	16	7%	Walking	23	5%	Acceptable
	C	Spring	16	7%	Walking	24	9%	Acceptable
		Summer	13	0%	Standing	20	11%	Acceptable
		Fall	15	0%	Standing	23	10%	Acceptable
		Winter	17	6%	Walking	25	9%	Acceptable
		Annual	16	7%	Walking	23	5%	Acceptable
	D	Spring	16	7%	Walking	23	5%	Acceptable
		Summer	13	0%	Standing	19	6%	Acceptable
		Fall	15	0%	Standing	23	10%	Acceptable
		Winter	17	6%	Walking	24	4%	Acceptable
		Annual	15	0%	Standing	23	5%	Acceptable
60	A	Spring	14	-	Standing	21	-	Acceptable
		Summer	12	-	Sitting	19	-	Acceptable
		Fall	13	-	Standing	21	-	Acceptable
		Winter	14	-	Standing	22	-	Acceptable
		Annual	14	-	Standing	21	-	Acceptable
	B	Spring	16	14%	Walking	23	10%	Acceptable
		Summer	14	17%	Standing	20	5%	Acceptable
		Fall	15	15%	Standing	23	10%	Acceptable
		Winter	16	14%	Walking	24	9%	Acceptable
		Annual	15	7%	Standing	23	10%	Acceptable
	C	Spring	15	7%	Standing	23	10%	Acceptable
		Summer	14	17%	Standing	20	5%	Acceptable
		Fall	15	15%	Standing	22	5%	Acceptable
		Winter	16	14%	Walking	24	9%	Acceptable
		Annual	15	7%	Standing	23	10%	Acceptable
	D	Spring	16	14%	Walking	23	10%	Acceptable
		Summer	14	17%	Standing	20	5%	Acceptable
		Fall	15	15%	Standing	22	5%	Acceptable
		Winter	16	14%	Walking	24	9%	Acceptable
		Annual	15	7%	Standing	23	10%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
61	A	Spring	17	-	Walking	23	-	Acceptable
		Summer	14	-	Standing	19	-	Acceptable
		Fall	17	-	Walking	23	-	Acceptable
		Winter	18	-	Walking	25	-	Acceptable
		Annual	17	-	Walking	24	-	Acceptable
	B	Spring	18	6%	Walking	25	9%	Acceptable
		Summer	16	14%	Walking	21	11%	Acceptable
		Fall	18	6%	Walking	25	9%	Acceptable
		Winter	20	11%	Uncomfortable	27	8%	Acceptable
		Annual	18	6%	Walking	25	4%	Acceptable
	C	Spring	19	12%	Walking	25	9%	Acceptable
		Summer	16	14%	Walking	21	11%	Acceptable
		Fall	18	6%	Walking	24	4%	Acceptable
		Winter	20	11%	Uncomfortable	27	8%	Acceptable
		Annual	18	6%	Walking	25	4%	Acceptable
	D	Spring	19	12%	Walking	25	9%	Acceptable
		Summer	16	14%	Walking	21	11%	Acceptable
		Fall	18	6%	Walking	25	9%	Acceptable
		Winter	20	11%	Uncomfortable	27	8%	Acceptable
		Annual	19	12%	Walking	25	4%	Acceptable
62	A	Spring	13	-	Standing	20	-	Acceptable
		Summer	11	-	Sitting	16	-	Acceptable
		Fall	12	-	Sitting	19	-	Acceptable
		Winter	13	-	Standing	21	-	Acceptable
		Annual	13	-	Standing	20	-	Acceptable
	B	Spring	14	8%	Standing	21	5%	Acceptable
		Summer	11	0%	Sitting	17	6%	Acceptable
		Fall	13	8%	Standing	20	5%	Acceptable
		Winter	14	8%	Standing	22	5%	Acceptable
		Annual	13	0%	Standing	21	5%	Acceptable
	C	Spring	13	0%	Standing	20	0%	Acceptable
		Summer	11	0%	Sitting	17	6%	Acceptable
		Fall	13	8%	Standing	20	5%	Acceptable
		Winter	14	8%	Standing	21	0%	Acceptable
		Annual	13	0%	Standing	20	0%	Acceptable
	D	Spring	13	0%	Standing	20	0%	Acceptable
		Summer	11	0%	Sitting	17	6%	Acceptable
		Fall	13	8%	Standing	20	5%	Acceptable
		Winter	14	8%	Standing	21	0%	Acceptable
		Annual	13	0%	Standing	20	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
63	A	Spring	16	-	Walking	22	-	Acceptable
		Summer	12	-	Sitting	18	-	Acceptable
		Fall	15	-	Standing	21	-	Acceptable
		Winter	17	-	Walking	23	-	Acceptable
		Annual	16	-	Walking	22	-	Acceptable
	B	Spring	16	0%	Walking	24	9%	Acceptable
		Summer	13	8%	Standing	19	6%	Acceptable
		Fall	16	7%	Walking	23	10%	Acceptable
		Winter	17	0%	Walking	25	9%	Acceptable
		Annual	16	0%	Walking	24	9%	Acceptable
	C	Spring	16	0%	Walking	24	9%	Acceptable
		Summer	13	8%	Standing	19	6%	Acceptable
		Fall	16	7%	Walking	23	10%	Acceptable
		Winter	17	0%	Walking	25	9%	Acceptable
		Annual	16	0%	Walking	23	5%	Acceptable
	D	Spring	16	0%	Walking	24	9%	Acceptable
		Summer	13	8%	Standing	19	6%	Acceptable
		Fall	16	7%	Walking	23	10%	Acceptable
		Winter	17	0%	Walking	25	9%	Acceptable
		Annual	16	0%	Walking	23	5%	Acceptable
64	A	Spring	17	-	Walking	23	-	Acceptable
		Summer	13	-	Standing	18	-	Acceptable
		Fall	16	-	Walking	22	-	Acceptable
		Winter	18	-	Walking	25	-	Acceptable
		Annual	17	-	Walking	23	-	Acceptable
	B	Spring	18	6%	Walking	26	13%	Acceptable
		Summer	15	15%	Standing	21	17%	Acceptable
		Fall	17	6%	Walking	24	9%	Acceptable
		Winter	20	11%	Uncomfortable	27	8%	Acceptable
		Annual	18	6%	Walking	25	9%	Acceptable
	C	Spring	18	6%	Walking	25	9%	Acceptable
		Summer	14	8%	Standing	20	11%	Acceptable
		Fall	17	6%	Walking	24	9%	Acceptable
		Winter	19	6%	Walking	27	8%	Acceptable
		Annual	18	6%	Walking	25	9%	Acceptable
	D	Spring	18	6%	Walking	25	9%	Acceptable
		Summer	15	15%	Standing	20	11%	Acceptable
		Fall	17	6%	Walking	24	9%	Acceptable
		Winter	20	11%	Uncomfortable	27	8%	Acceptable
		Annual	18	6%	Walking	25	9%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
65	A	Spring	16	-	Walking	22	-	Acceptable
		Summer	13	-	Standing	18	-	Acceptable
		Fall	15	-	Standing	21	-	Acceptable
		Winter	17	-	Walking	23	-	Acceptable
		Annual	16	-	Walking	22	-	Acceptable
	B	Spring	18	13%	Walking	24	9%	Acceptable
		Summer	14	8%	Standing	19	6%	Acceptable
		Fall	17	13%	Walking	23	10%	Acceptable
		Winter	19	12%	Walking	26	13%	Acceptable
		Annual	18	13%	Walking	24	9%	Acceptable
	C	Spring	18	13%	Walking	24	9%	Acceptable
		Summer	14	8%	Standing	19	6%	Acceptable
		Fall	17	13%	Walking	23	10%	Acceptable
		Winter	19	12%	Walking	26	13%	Acceptable
		Annual	17	6%	Walking	24	9%	Acceptable
	D	Spring	18	13%	Walking	24	9%	Acceptable
		Summer	14	8%	Standing	19	6%	Acceptable
		Fall	17	13%	Walking	23	10%	Acceptable
		Winter	19	12%	Walking	26	13%	Acceptable
		Annual	17	6%	Walking	24	9%	Acceptable
66	A	Spring	18	-	Walking	25	-	Acceptable
		Summer	15	-	Standing	20	-	Acceptable
		Fall	18	-	Walking	24	-	Acceptable
		Winter	20	-	Uncomfortable	26	-	Acceptable
		Annual	19	-	Walking	25	-	Acceptable
	B	Spring	19	6%	Walking	26	4%	Acceptable
		Summer	15	0%	Standing	21	5%	Acceptable
		Fall	18	0%	Walking	25	4%	Acceptable
		Winter	21	5%	Uncomfortable	28	8%	Acceptable
		Annual	19	0%	Walking	26	4%	Acceptable
	C	Spring	19	6%	Walking	26	4%	Acceptable
		Summer	15	0%	Standing	21	5%	Acceptable
		Fall	18	0%	Walking	25	4%	Acceptable
		Winter	21	5%	Uncomfortable	28	8%	Acceptable
		Annual	19	0%	Walking	26	4%	Acceptable
	D	Spring	19	6%	Walking	26	4%	Acceptable
		Summer	15	0%	Standing	21	5%	Acceptable
		Fall	18	0%	Walking	25	4%	Acceptable
		Winter	21	5%	Uncomfortable	28	8%	Acceptable
		Annual	19	0%	Walking	26	4%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
67	A	Spring	18	-	Walking	24	-	Acceptable
		Summer	14	-	Standing	19	-	Acceptable
		Fall	17	-	Walking	23	-	Acceptable
		Winter	19	-	Walking	26	-	Acceptable
		Annual	18	-	Walking	24	-	Acceptable
	B	Spring	19	6%	Walking	25	4%	Acceptable
		Summer	15	7%	Standing	20	5%	Acceptable
		Fall	18	6%	Walking	24	4%	Acceptable
		Winter	20	5%	Uncomfortable	27	4%	Acceptable
		Annual	18	0%	Walking	25	4%	Acceptable
	C	Spring	19	6%	Walking	25	4%	Acceptable
		Summer	15	7%	Standing	20	5%	Acceptable
		Fall	18	6%	Walking	24	4%	Acceptable
		Winter	20	5%	Uncomfortable	27	4%	Acceptable
		Annual	18	0%	Walking	25	4%	Acceptable
	D	Spring	19	6%	Walking	25	4%	Acceptable
		Summer	15	7%	Standing	20	5%	Acceptable
		Fall	18	6%	Walking	24	4%	Acceptable
		Winter	20	5%	Uncomfortable	27	4%	Acceptable
		Annual	18	0%	Walking	25	4%	Acceptable
68	A	Spring	18	-	Walking	25	-	Acceptable
		Summer	15	-	Standing	20	-	Acceptable
		Fall	18	-	Walking	24	-	Acceptable
		Winter	20	-	Uncomfortable	27	-	Acceptable
		Annual	19	-	Walking	25	-	Acceptable
	B	Spring	18	0%	Walking	25	0%	Acceptable
		Summer	14	-7%	Standing	19	-5%	Acceptable
		Fall	17	-6%	Walking	23	-4%	Acceptable
		Winter	19	-5%	Walking	26	-4%	Acceptable
		Annual	18	-5%	Walking	24	-4%	Acceptable
	C	Spring	18	0%	Walking	25	0%	Acceptable
		Summer	14	-7%	Standing	20	0%	Acceptable
		Fall	17	-6%	Walking	23	-4%	Acceptable
		Winter	19	-5%	Walking	26	-4%	Acceptable
		Annual	18	-5%	Walking	24	-4%	Acceptable
	D	Spring	18	0%	Walking	25	0%	Acceptable
		Summer	14	-7%	Standing	20	0%	Acceptable
		Fall	17	-6%	Walking	23	-4%	Acceptable
		Winter	19	-5%	Walking	26	-4%	Acceptable
		Annual	18	-5%	Walking	24	-4%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
76	A	Spring	10	-	Sitting	16	-	Acceptable
		Summer	8	-	Sitting	12	-	Acceptable
		Fall	9	-	Sitting	15	-	Acceptable
		Winter	10	-	Sitting	16	-	Acceptable
		Annual	10	-	Sitting	15	-	Acceptable
	B	Spring	10	0%	Sitting	16	0%	Acceptable
		Summer	8	0%	Sitting	12	0%	Acceptable
		Fall	9	0%	Sitting	14	-7%	Acceptable
		Winter	10	0%	Sitting	16	0%	Acceptable
		Annual	9	-10%	Sitting	15	0%	Acceptable
	C	Spring	10	0%	Sitting	16	0%	Acceptable
		Summer	8	0%	Sitting	12	0%	Acceptable
		Fall	9	0%	Sitting	14	-7%	Acceptable
		Winter	10	0%	Sitting	16	0%	Acceptable
		Annual	10	0%	Sitting	15	0%	Acceptable
	D	Spring	10	0%	Sitting	16	0%	Acceptable
		Summer	8	0%	Sitting	12	0%	Acceptable
		Fall	9	0%	Sitting	14	-7%	Acceptable
		Winter	10	0%	Sitting	16	0%	Acceptable
		Annual	9	-10%	Sitting	15	0%	Acceptable
77	A	Spring	15	-	Standing	21	-	Acceptable
		Summer	12	-	Sitting	17	-	Acceptable
		Fall	14	-	Standing	20	-	Acceptable
		Winter	16	-	Walking	22	-	Acceptable
		Annual	15	-	Standing	21	-	Acceptable
	B	Spring	14	-7%	Standing	21	0%	Acceptable
		Summer	11	-8%	Sitting	16	-6%	Acceptable
		Fall	13	-7%	Standing	19	-5%	Acceptable
		Winter	15	-6%	Standing	22	0%	Acceptable
		Annual	14	-7%	Standing	20	-5%	Acceptable
	C	Spring	15	0%	Standing	21	0%	Acceptable
		Summer	11	-8%	Sitting	16	-6%	Acceptable
		Fall	14	0%	Standing	19	-5%	Acceptable
		Winter	16	0%	Walking	22	0%	Acceptable
		Annual	14	-7%	Standing	20	-5%	Acceptable
	D	Spring	14	-7%	Standing	21	0%	Acceptable
		Summer	11	-8%	Sitting	16	-6%	Acceptable
		Fall	13	-7%	Standing	19	-5%	Acceptable
		Winter	15	-6%	Standing	22	0%	Acceptable
		Annual	14	-7%	Standing	20	-5%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
78	A	Spring	15	-	Standing	22	-	Acceptable
		Summer	12	-	Sitting	18	-	Acceptable
		Fall	15	-	Standing	21	-	Acceptable
		Winter	16	-	Walking	24	-	Acceptable
		Annual	15	-	Standing	23	-	Acceptable
	B	Spring	14	-7%	Standing	22	0%	Acceptable
		Summer	11	-8%	Sitting	18	0%	Acceptable
		Fall	13	-13%	Standing	21	0%	Acceptable
		Winter	15	-6%	Standing	24	0%	Acceptable
		Annual	14	-7%	Standing	22	-4%	Acceptable
	C	Spring	15	0%	Standing	23	5%	Acceptable
		Summer	12	0%	Sitting	18	0%	Acceptable
		Fall	14	-7%	Standing	21	0%	Acceptable
		Winter	16	0%	Walking	24	0%	Acceptable
		Annual	14	-7%	Standing	22	-4%	Acceptable
	D	Spring	14	-7%	Standing	22	0%	Acceptable
		Summer	11	-8%	Sitting	18	0%	Acceptable
		Fall	14	-7%	Standing	21	0%	Acceptable
		Winter	15	-6%	Standing	24	0%	Acceptable
		Annual	14	-7%	Standing	22	-4%	Acceptable
79	A	Spring	19	-	Walking	26	-	Acceptable
		Summer	15	-	Standing	21	-	Acceptable
		Fall	18	-	Walking	26	-	Acceptable
		Winter	20	-	Uncomfortable	28	-	Acceptable
		Annual	19	-	Walking	27	-	Acceptable
	B	Spring	22	16%	Uncomfortable	31	19%	Acceptable
		Summer	18	20%	Walking	25	19%	Acceptable
		Fall	21	17%	Uncomfortable	30	15%	Acceptable
		Winter	25	25%	Uncomfortable	34	21%	Unacceptable
		Annual	22	16%	Uncomfortable	31	15%	Acceptable
	C	Spring	23	21%	Uncomfortable	31	19%	Acceptable
		Summer	18	20%	Walking	25	19%	Acceptable
		Fall	21	17%	Uncomfortable	30	15%	Acceptable
		Winter	25	25%	Uncomfortable	34	21%	Unacceptable
		Annual	22	16%	Uncomfortable	31	15%	Acceptable
	D	Spring	23	21%	Uncomfortable	31	19%	Acceptable
		Summer	18	20%	Walking	25	19%	Acceptable
		Fall	22	22%	Uncomfortable	30	15%	Acceptable
		Winter	25	25%	Uncomfortable	35	25%	Unacceptable
		Annual	23	21%	Uncomfortable	31	15%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
80	A	Spring	11	-	Sitting	17	-	Acceptable
		Summer	8	-	Sitting	14	-	Acceptable
		Fall	10	-	Sitting	16	-	Acceptable
		Winter	11	-	Sitting	17	-	Acceptable
		Annual	10	-	Sitting	17	-	Acceptable
	B	Spring	10	-9%	Sitting	17	0%	Acceptable
		Summer	8	0%	Sitting	13	-7%	Acceptable
		Fall	10	0%	Sitting	15	-6%	Acceptable
		Winter	10	-9%	Sitting	17	0%	Acceptable
		Annual	10	0%	Sitting	16	-6%	Acceptable
	C	Spring	10	-9%	Sitting	16	-6%	Acceptable
		Summer	8	0%	Sitting	13	-7%	Acceptable
		Fall	10	0%	Sitting	15	-6%	Acceptable
		Winter	10	-9%	Sitting	17	0%	Acceptable
		Annual	10	0%	Sitting	16	-6%	Acceptable
	D	Spring	10	-9%	Sitting	16	-6%	Acceptable
		Summer	8	0%	Sitting	13	-7%	Acceptable
		Fall	10	0%	Sitting	15	-6%	Acceptable
		Winter	10	-9%	Sitting	16	-6%	Acceptable
		Annual	10	0%	Sitting	16	-6%	Acceptable
81	A	Spring	22	-	Uncomfortable	29	-	Acceptable
		Summer	18	-	Walking	23	-	Acceptable
		Fall	20	-	Uncomfortable	28	-	Acceptable
		Winter	22	-	Uncomfortable	29	-	Acceptable
		Annual	21	-	Uncomfortable	28	-	Acceptable
	B	Spring	22	0%	Uncomfortable	29	0%	Acceptable
		Summer	18	0%	Walking	24	4%	Acceptable
		Fall	20	0%	Uncomfortable	27	-4%	Acceptable
		Winter	22	0%	Uncomfortable	30	3%	Acceptable
		Annual	21	0%	Uncomfortable	28	0%	Acceptable
	C	Spring	22	0%	Uncomfortable	29	0%	Acceptable
		Summer	18	0%	Walking	24	4%	Acceptable
		Fall	20	0%	Uncomfortable	27	-4%	Acceptable
		Winter	22	0%	Uncomfortable	29	0%	Acceptable
		Annual	21	0%	Uncomfortable	28	0%	Acceptable
	D	Spring	22	0%	Uncomfortable	30	3%	Acceptable
		Summer	18	0%	Walking	24	4%	Acceptable
		Fall	20	0%	Uncomfortable	27	-4%	Acceptable
		Winter	22	0%	Uncomfortable	30	3%	Acceptable
		Annual	21	0%	Uncomfortable	28	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
82	A	Spring	23	-	Uncomfortable	31	-	Acceptable
		Summer	19	-	Walking	26	-	Acceptable
		Fall	22	-	Uncomfortable	29	-	Acceptable
		Winter	23	-	Uncomfortable	32	-	Unacceptable
		Annual	22	-	Uncomfortable	30	-	Acceptable
	B	Spring	23	0%	Uncomfortable	31	0%	Acceptable
		Summer	18	-5%	Walking	25	-4%	Acceptable
		Fall	21	-5%	Uncomfortable	29	0%	Acceptable
		Winter	23	0%	Uncomfortable	32	0%	Unacceptable
		Annual	22	0%	Uncomfortable	30	0%	Acceptable
	C	Spring	23	0%	Uncomfortable	31	0%	Acceptable
		Summer	18	-5%	Walking	25	-4%	Acceptable
		Fall	21	-5%	Uncomfortable	29	0%	Acceptable
		Winter	23	0%	Uncomfortable	31	-3%	Acceptable
		Annual	22	0%	Uncomfortable	29	-3%	Acceptable
	D	Spring	23	0%	Uncomfortable	31	0%	Acceptable
		Summer	19	0%	Walking	25	-4%	Acceptable
		Fall	21	-5%	Uncomfortable	29	0%	Acceptable
		Winter	23	0%	Uncomfortable	31	-3%	Acceptable
		Annual	22	0%	Uncomfortable	29	-3%	Acceptable
83	A	Spring	13	-	Standing	19	-	Acceptable
		Summer	11	-	Sitting	17	-	Acceptable
		Fall	13	-	Standing	18	-	Acceptable
		Winter	13	-	Standing	19	-	Acceptable
		Annual	13	-	Standing	19	-	Acceptable
	B	Spring	14	8%	Standing	20	5%	Acceptable
		Summer	12	9%	Sitting	17	0%	Acceptable
		Fall	13	0%	Standing	19	6%	Acceptable
		Winter	13	0%	Standing	20	5%	Acceptable
		Annual	13	0%	Standing	19	0%	Acceptable
	C	Spring	14	8%	Standing	20	5%	Acceptable
		Summer	12	9%	Sitting	17	0%	Acceptable
		Fall	13	0%	Standing	19	6%	Acceptable
		Winter	13	0%	Standing	20	5%	Acceptable
		Annual	13	0%	Standing	19	0%	Acceptable
	D	Spring	14	8%	Standing	20	5%	Acceptable
		Summer	12	9%	Sitting	17	0%	Acceptable
		Fall	13	0%	Standing	19	6%	Acceptable
		Winter	14	8%	Standing	20	5%	Acceptable
		Annual	13	0%	Standing	19	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
84	A	Spring	13	-	Standing	21	-	Acceptable
		Summer	10	-	Sitting	16	-	Acceptable
		Fall	12	-	Sitting	20	-	Acceptable
		Winter	13	-	Standing	22	-	Acceptable
		Annual	13	-	Standing	21	-	Acceptable
	B	Spring	12	-8%	Sitting	19	-10%	Acceptable
		Summer	9	-10%	Sitting	16	0%	Acceptable
		Fall	11	-8%	Sitting	18	-10%	Acceptable
		Winter	13	0%	Standing	22	0%	Acceptable
		Annual	11	-15%	Sitting	19	-10%	Acceptable
	C	Spring	12	-8%	Sitting	20	-5%	Acceptable
		Summer	10	0%	Sitting	16	0%	Acceptable
		Fall	11	-8%	Sitting	19	-5%	Acceptable
		Winter	14	8%	Standing	22	0%	Acceptable
		Annual	12	-8%	Sitting	20	-5%	Acceptable
	D	Spring	12	-8%	Sitting	20	-5%	Acceptable
		Summer	10	0%	Sitting	16	0%	Acceptable
		Fall	12	0%	Sitting	19	-5%	Acceptable
		Winter	14	8%	Standing	23	5%	Acceptable
		Annual	12	-8%	Sitting	20	-5%	Acceptable
85	A	Spring	21	-	Uncomfortable	29	-	Acceptable
		Summer	18	-	Walking	24	-	Acceptable
		Fall	21	-	Uncomfortable	28	-	Acceptable
		Winter	23	-	Uncomfortable	31	-	Acceptable
		Annual	22	-	Uncomfortable	30	-	Acceptable
	B	Spring	21	0%	Uncomfortable	29	0%	Acceptable
		Summer	17	-6%	Walking	24	0%	Acceptable
		Fall	20	-5%	Uncomfortable	28	0%	Acceptable
		Winter	23	0%	Uncomfortable	32	3%	Unacceptable
		Annual	21	-5%	Uncomfortable	29	-3%	Acceptable
	C	Spring	22	5%	Uncomfortable	30	3%	Acceptable
		Summer	17	-6%	Walking	24	0%	Acceptable
		Fall	21	0%	Uncomfortable	28	0%	Acceptable
		Winter	24	4%	Uncomfortable	33	6%	Unacceptable
		Annual	22	0%	Uncomfortable	30	0%	Acceptable
	D	Spring	21	0%	Uncomfortable	30	3%	Acceptable
		Summer	17	-6%	Walking	24	0%	Acceptable
		Fall	20	-5%	Uncomfortable	28	0%	Acceptable
		Winter	23	0%	Uncomfortable	32	3%	Unacceptable
		Annual	21	-5%	Uncomfortable	29	-3%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
86	A	Spring	25	-	Uncomfortable	32	-	Unacceptable
		Summer	20	-	Uncomfortable	25	-	Acceptable
		Fall	24	-	Uncomfortable	31	-	Acceptable
		Winter	27	-	Uncomfortable	35	-	Unacceptable
		Annual	25	-	Uncomfortable	33	-	Unacceptable
	B	Spring	24	-4%	Uncomfortable	32	0%	Unacceptable
		Summer	19	-5%	Walking	25	0%	Acceptable
		Fall	22	-8%	Uncomfortable	30	-3%	Acceptable
		Winter	26	-4%	Uncomfortable	35	0%	Unacceptable
		Annual	24	-4%	Uncomfortable	32	-3%	Unacceptable
	C	Spring	24	-4%	Uncomfortable	32	0%	Unacceptable
		Summer	19	-5%	Walking	25	0%	Acceptable
		Fall	23	-4%	Uncomfortable	30	-3%	Acceptable
		Winter	27	0%	Uncomfortable	35	0%	Unacceptable
		Annual	24	-4%	Uncomfortable	32	-3%	Unacceptable
	D	Spring	24	-4%	Uncomfortable	32	0%	Unacceptable
		Summer	19	-5%	Walking	25	0%	Acceptable
		Fall	23	-4%	Uncomfortable	30	-3%	Acceptable
		Winter	27	0%	Uncomfortable	35	0%	Unacceptable
		Annual	24	-4%	Uncomfortable	32	-3%	Unacceptable
87	A	Spring	18	-	Walking	25	-	Acceptable
		Summer	15	-	Standing	21	-	Acceptable
		Fall	17	-	Walking	24	-	Acceptable
		Winter	18	-	Walking	26	-	Acceptable
		Annual	17	-	Walking	25	-	Acceptable
	B	Spring	17	-6%	Walking	25	0%	Acceptable
		Summer	14	-7%	Standing	21	0%	Acceptable
		Fall	16	-6%	Walking	24	0%	Acceptable
		Winter	18	0%	Walking	27	4%	Acceptable
		Annual	17	0%	Walking	25	0%	Acceptable
	C	Spring	17	-6%	Walking	25	0%	Acceptable
		Summer	14	-7%	Standing	21	0%	Acceptable
		Fall	16	-6%	Walking	24	0%	Acceptable
		Winter	17	-6%	Walking	26	0%	Acceptable
		Annual	16	-6%	Walking	24	-4%	Acceptable
	D	Spring	17	-6%	Walking	25	0%	Acceptable
		Summer	14	-7%	Standing	21	0%	Acceptable
		Fall	16	-6%	Walking	24	0%	Acceptable
		Winter	18	0%	Walking	27	4%	Acceptable
		Annual	17	0%	Walking	25	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
88	A	Spring	17	-	Walking	23	-	Acceptable
		Summer	13	-	Standing	19	-	Acceptable
		Fall	16	-	Walking	23	-	Acceptable
		Winter	18	-	Walking	25	-	Acceptable
		Annual	17	-	Walking	24	-	Acceptable
	B	Spring	17	0%	Walking	24	4%	Acceptable
		Summer	13	0%	Standing	19	0%	Acceptable
		Fall	16	0%	Walking	23	0%	Acceptable
		Winter	18	0%	Walking	26	4%	Acceptable
		Annual	17	0%	Walking	24	0%	Acceptable
	C	Spring	17	0%	Walking	24	4%	Acceptable
		Summer	13	0%	Standing	19	0%	Acceptable
		Fall	16	0%	Walking	23	0%	Acceptable
		Winter	18	0%	Walking	26	4%	Acceptable
		Annual	17	0%	Walking	24	0%	Acceptable
	D	Spring	17	0%	Walking	24	4%	Acceptable
		Summer	13	0%	Standing	19	0%	Acceptable
		Fall	16	0%	Walking	23	0%	Acceptable
		Winter	18	0%	Walking	25	0%	Acceptable
		Annual	17	0%	Walking	24	0%	Acceptable
89	A	Spring	18	-	Walking	25	-	Acceptable
		Summer	15	-	Standing	21	-	Acceptable
		Fall	17	-	Walking	25	-	Acceptable
		Winter	19	-	Walking	27	-	Acceptable
		Annual	18	-	Walking	26	-	Acceptable
	B	Spring	18	0%	Walking	24	-4%	Acceptable
		Summer	14	-7%	Standing	20	-5%	Acceptable
		Fall	17	0%	Walking	23	-8%	Acceptable
		Winter	19	0%	Walking	26	-4%	Acceptable
		Annual	17	-6%	Walking	24	-8%	Acceptable
	C	Spring	18	0%	Walking	24	-4%	Acceptable
		Summer	14	-7%	Standing	20	-5%	Acceptable
		Fall	17	0%	Walking	24	-4%	Acceptable
		Winter	19	0%	Walking	26	-4%	Acceptable
		Annual	17	-6%	Walking	24	-8%	Acceptable
	D	Spring	18	0%	Walking	25	0%	Acceptable
		Summer	15	0%	Standing	20	-5%	Acceptable
		Fall	17	0%	Walking	24	-4%	Acceptable
		Winter	19	0%	Walking	26	-4%	Acceptable
		Annual	18	0%	Walking	24	-8%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
90	A	Spring	17	-	Walking	23	-	Acceptable
		Summer	13	-	Standing	18	-	Acceptable
		Fall	16	-	Walking	22	-	Acceptable
		Winter	18	-	Walking	24	-	Acceptable
		Annual	17	-	Walking	23	-	Acceptable
	B	Spring	17	0%	Walking	24	4%	Acceptable
		Summer	14	8%	Standing	19	6%	Acceptable
		Fall	17	6%	Walking	23	5%	Acceptable
		Winter	19	6%	Walking	25	4%	Acceptable
		Annual	17	0%	Walking	23	0%	Acceptable
	C	Spring	17	0%	Walking	24	4%	Acceptable
		Summer	14	8%	Standing	19	6%	Acceptable
		Fall	17	6%	Walking	23	5%	Acceptable
		Winter	18	0%	Walking	25	4%	Acceptable
		Annual	17	0%	Walking	23	0%	Acceptable
	D	Spring	18	6%	Walking	24	4%	Acceptable
		Summer	14	8%	Standing	19	6%	Acceptable
		Fall	17	6%	Walking	23	5%	Acceptable
		Winter	19	6%	Walking	25	4%	Acceptable
		Annual	17	0%	Walking	23	0%	Acceptable
91	A	Spring	DATA NOT AVAILABLE			-		-
		Summer	DATA NOT AVAILABLE			-		-
		Fall	DATA NOT AVAILABLE			-		-
		Winter	DATA NOT AVAILABLE			-		-
		Annual	DATA NOT AVAILABLE			-		-
	B	Spring	21	-	Uncomfortable	28	-	Acceptable
		Summer	17	-	Walking	23	-	Acceptable
		Fall	20	-	Uncomfortable	27	-	Acceptable
		Winter	22	-	Uncomfortable	30	-	Acceptable
		Annual	20	-	Uncomfortable	28	-	Acceptable
	C	Spring	20	-	Uncomfortable	28	-	Acceptable
		Summer	16	-	Walking	22	-	Acceptable
		Fall	19	-	Walking	27	-	Acceptable
		Winter	22	-	Uncomfortable	30	-	Acceptable
		Annual	20	-	Uncomfortable	27	-	Acceptable
	D	Spring	20	-	Uncomfortable	28	-	Acceptable
		Summer	17	-	Walking	22	-	Acceptable
		Fall	20	-	Uncomfortable	27	-	Acceptable
		Winter	22	-	Uncomfortable	29	-	Acceptable
		Annual	20	-	Uncomfortable	27	-	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
92	A	Spring	11	-	Sitting	17	-	Acceptable
		Summer	8	-	Sitting	13	-	Acceptable
		Fall	10	-	Sitting	15	-	Acceptable
		Winter	11	-	Sitting	17	-	Acceptable
		Annual	10	-	Sitting	16	-	Acceptable
	B	Spring	11	0%	Sitting	17	0%	Acceptable
		Summer	9	13%	Sitting	13	0%	Acceptable
		Fall	10	0%	Sitting	15	0%	Acceptable
		Winter	11	0%	Sitting	17	0%	Acceptable
		Annual	10	0%	Sitting	16	0%	Acceptable
	C	Spring	11	0%	Sitting	17	0%	Acceptable
		Summer	9	13%	Sitting	13	0%	Acceptable
		Fall	10	0%	Sitting	15	0%	Acceptable
		Winter	11	0%	Sitting	17	0%	Acceptable
		Annual	10	0%	Sitting	16	0%	Acceptable
	D	Spring	11	0%	Sitting	17	0%	Acceptable
		Summer	9	13%	Sitting	13	0%	Acceptable
		Fall	10	0%	Sitting	15	0%	Acceptable
		Winter	11	0%	Sitting	17	0%	Acceptable
		Annual	10	0%	Sitting	16	0%	Acceptable
93	A	Spring	16	-	Walking	23	-	Acceptable
		Summer	14	-	Standing	20	-	Acceptable
		Fall	16	-	Walking	23	-	Acceptable
		Winter	17	-	Walking	25	-	Acceptable
		Annual	16	-	Walking	24	-	Acceptable
	B	Spring	16	0%	Walking	23	0%	Acceptable
		Summer	14	0%	Standing	19	-5%	Acceptable
		Fall	16	0%	Walking	22	-4%	Acceptable
		Winter	17	0%	Walking	25	0%	Acceptable
		Annual	16	0%	Walking	23	-4%	Acceptable
	C	Spring	16	0%	Walking	23	0%	Acceptable
		Summer	14	0%	Standing	19	-5%	Acceptable
		Fall	16	0%	Walking	23	0%	Acceptable
		Winter	17	0%	Walking	25	0%	Acceptable
		Annual	16	0%	Walking	23	-4%	Acceptable
	D	Spring	16	0%	Walking	23	0%	Acceptable
		Summer	14	0%	Standing	20	0%	Acceptable
		Fall	16	0%	Walking	23	0%	Acceptable
		Winter	17	0%	Walking	25	0%	Acceptable
		Annual	16	0%	Walking	23	-4%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
94	A	Spring	15	-	Standing	22	-	Acceptable
		Summer	12	-	Sitting	18	-	Acceptable
		Fall	14	-	Standing	21	-	Acceptable
		Winter	16	-	Walking	23	-	Acceptable
		Annual	15	-	Standing	22	-	Acceptable
	B	Spring	16	7%	Walking	23	5%	Acceptable
		Summer	13	8%	Standing	19	6%	Acceptable
		Fall	15	7%	Standing	21	0%	Acceptable
		Winter	17	6%	Walking	23	0%	Acceptable
		Annual	15	0%	Standing	22	0%	Acceptable
	C	Spring	16	7%	Walking	23	5%	Acceptable
		Summer	13	8%	Standing	18	0%	Acceptable
		Fall	15	7%	Standing	21	0%	Acceptable
		Winter	17	6%	Walking	24	4%	Acceptable
		Annual	15	0%	Standing	22	0%	Acceptable
	D	Spring	16	7%	Walking	23	5%	Acceptable
		Summer	13	8%	Standing	18	0%	Acceptable
		Fall	15	7%	Standing	21	0%	Acceptable
		Winter	17	6%	Walking	24	4%	Acceptable
		Annual	16	7%	Walking	22	0%	Acceptable
95	A	Spring	11	-	Sitting	17	-	Acceptable
		Summer	8	-	Sitting	13	-	Acceptable
		Fall	10	-	Sitting	16	-	Acceptable
		Winter	11	-	Sitting	18	-	Acceptable
		Annual	11	-	Sitting	17	-	Acceptable
	B	Spring	10	-9%	Sitting	16	-6%	Acceptable
		Summer	8	0%	Sitting	13	0%	Acceptable
		Fall	10	0%	Sitting	15	-6%	Acceptable
		Winter	11	0%	Sitting	17	-6%	Acceptable
		Annual	10	-9%	Sitting	16	-6%	Acceptable
	C	Spring	10	-9%	Sitting	16	-6%	Acceptable
		Summer	8	0%	Sitting	12	-8%	Acceptable
		Fall	10	0%	Sitting	15	-6%	Acceptable
		Winter	11	0%	Sitting	17	-6%	Acceptable
		Annual	10	-9%	Sitting	16	-6%	Acceptable
	D	Spring	10	-9%	Sitting	16	-6%	Acceptable
		Summer	8	0%	Sitting	13	0%	Acceptable
		Fall	10	0%	Sitting	15	-6%	Acceptable
		Winter	11	0%	Sitting	17	-6%	Acceptable
		Annual	10	-9%	Sitting	16	-6%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
96	A	Spring	21	-	Uncomfortable	28	-	Acceptable
		Summer	17	-	Walking	22	-	Acceptable
		Fall	20	-	Uncomfortable	27	-	Acceptable
		Winter	22	-	Uncomfortable	30	-	Acceptable
		Annual	21	-	Uncomfortable	28	-	Acceptable
	B	Spring	21	0%	Uncomfortable	28	0%	Acceptable
		Summer	17	0%	Walking	23	5%	Acceptable
		Fall	20	0%	Uncomfortable	27	0%	Acceptable
		Winter	23	5%	Uncomfortable	30	0%	Acceptable
		Annual	21	0%	Uncomfortable	28	0%	Acceptable
	C	Spring	21	0%	Uncomfortable	29	4%	Acceptable
		Summer	17	0%	Walking	23	5%	Acceptable
		Fall	20	0%	Uncomfortable	27	0%	Acceptable
		Winter	23	5%	Uncomfortable	31	3%	Acceptable
		Annual	21	0%	Uncomfortable	28	0%	Acceptable
	D	Spring	21	0%	Uncomfortable	29	4%	Acceptable
		Summer	17	0%	Walking	23	5%	Acceptable
		Fall	20	0%	Uncomfortable	27	0%	Acceptable
		Winter	23	5%	Uncomfortable	31	3%	Acceptable
		Annual	21	0%	Uncomfortable	28	0%	Acceptable
97	A	Spring	19	-	Walking	25	-	Acceptable
		Summer	15	-	Standing	20	-	Acceptable
		Fall	18	-	Walking	25	-	Acceptable
		Winter	20	-	Uncomfortable	27	-	Acceptable
		Annual	19	-	Walking	26	-	Acceptable
	B	Spring	19	0%	Walking	25	0%	Acceptable
		Summer	15	0%	Standing	20	0%	Acceptable
		Fall	18	0%	Walking	24	-4%	Acceptable
		Winter	20	0%	Uncomfortable	27	0%	Acceptable
		Annual	18	-5%	Walking	25	-4%	Acceptable
	C	Spring	19	0%	Walking	26	4%	Acceptable
		Summer	15	0%	Standing	20	0%	Acceptable
		Fall	18	0%	Walking	24	-4%	Acceptable
		Winter	20	0%	Uncomfortable	28	4%	Acceptable
		Annual	19	0%	Walking	25	-4%	Acceptable
	D	Spring	19	0%	Walking	26	4%	Acceptable
		Summer	15	0%	Standing	21	5%	Acceptable
		Fall	18	0%	Walking	25	0%	Acceptable
		Winter	21	5%	Uncomfortable	28	4%	Acceptable
		Annual	19	0%	Walking	26	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
98	A	Spring	17	-	Walking	24	-	Acceptable
		Summer	14	-	Standing	19	-	Acceptable
		Fall	16	-	Walking	23	-	Acceptable
		Winter	18	-	Walking	25	-	Acceptable
		Annual	17	-	Walking	24	-	Acceptable
	B	Spring	17	0%	Walking	24	0%	Acceptable
		Summer	13	-7%	Standing	19	0%	Acceptable
		Fall	16	0%	Walking	22	-4%	Acceptable
		Winter	18	0%	Walking	25	0%	Acceptable
		Annual	16	-6%	Walking	23	-4%	Acceptable
	C	Spring	17	0%	Walking	24	0%	Acceptable
		Summer	13	-7%	Standing	19	0%	Acceptable
		Fall	16	0%	Walking	23	0%	Acceptable
		Winter	18	0%	Walking	25	0%	Acceptable
		Annual	16	-6%	Walking	23	-4%	Acceptable
	D	Spring	17	0%	Walking	24	0%	Acceptable
		Summer	13	-7%	Standing	19	0%	Acceptable
		Fall	16	0%	Walking	23	0%	Acceptable
		Winter	18	0%	Walking	25	0%	Acceptable
		Annual	16	-6%	Walking	23	-4%	Acceptable
99	A	Spring	15	-	Standing	22	-	Acceptable
		Summer	13	-	Standing	18	-	Acceptable
		Fall	15	-	Standing	21	-	Acceptable
		Winter	15	-	Standing	22	-	Acceptable
		Annual	15	-	Standing	22	-	Acceptable
	B	Spring	15	0%	Standing	22	0%	Acceptable
		Summer	13	0%	Standing	18	0%	Acceptable
		Fall	14	-7%	Standing	21	0%	Acceptable
		Winter	15	0%	Standing	22	0%	Acceptable
		Annual	15	0%	Standing	21	-5%	Acceptable
	C	Spring	15	0%	Standing	22	0%	Acceptable
		Summer	13	0%	Standing	18	0%	Acceptable
		Fall	14	-7%	Standing	21	0%	Acceptable
		Winter	16	7%	Walking	23	5%	Acceptable
		Annual	15	0%	Standing	21	-5%	Acceptable
	D	Spring	15	0%	Standing	22	0%	Acceptable
		Summer	13	0%	Standing	18	0%	Acceptable
		Fall	14	-7%	Standing	21	0%	Acceptable
		Winter	15	0%	Standing	23	5%	Acceptable
		Annual	15	0%	Standing	21	-5%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
100	A	Spring	18	-	Walking	26	-	Acceptable
		Summer	14	-	Standing	21	-	Acceptable
		Fall	17	-	Walking	25	-	Acceptable
		Winter	19	-	Walking	27	-	Acceptable
		Annual	18	-	Walking	26	-	Acceptable
	B	Spring	17	-6%	Walking	26	0%	Acceptable
		Summer	14	0%	Standing	20	-5%	Acceptable
		Fall	16	-6%	Walking	24	-4%	Acceptable
		Winter	18	-5%	Walking	27	0%	Acceptable
		Annual	17	-6%	Walking	25	-4%	Acceptable
	C	Spring	17	-6%	Walking	25	-4%	Acceptable
		Summer	14	0%	Standing	20	-5%	Acceptable
		Fall	16	-6%	Walking	24	-4%	Acceptable
		Winter	18	-5%	Walking	27	0%	Acceptable
		Annual	17	-6%	Walking	25	-4%	Acceptable
	D	Spring	18	0%	Walking	26	0%	Acceptable
		Summer	14	0%	Standing	21	0%	Acceptable
		Fall	17	0%	Walking	24	-4%	Acceptable
		Winter	19	0%	Walking	27	0%	Acceptable
		Annual	17	-6%	Walking	25	-4%	Acceptable
101	A	Spring	21	-	Uncomfortable	29	-	Acceptable
		Summer	18	-	Walking	25	-	Acceptable
		Fall	20	-	Uncomfortable	28	-	Acceptable
		Winter	22	-	Uncomfortable	30	-	Acceptable
		Annual	21	-	Uncomfortable	29	-	Acceptable
	B	Spring	21	0%	Uncomfortable	29	0%	Acceptable
		Summer	18	0%	Walking	25	0%	Acceptable
		Fall	20	0%	Uncomfortable	28	0%	Acceptable
		Winter	22	0%	Uncomfortable	30	0%	Acceptable
		Annual	20	-5%	Uncomfortable	29	0%	Acceptable
	C	Spring	21	0%	Uncomfortable	30	3%	Acceptable
		Summer	18	0%	Walking	25	0%	Acceptable
		Fall	20	0%	Uncomfortable	28	0%	Acceptable
		Winter	22	0%	Uncomfortable	31	3%	Acceptable
		Annual	21	0%	Uncomfortable	29	0%	Acceptable
	D	Spring	21	0%	Uncomfortable	29	0%	Acceptable
		Summer	18	0%	Walking	25	0%	Acceptable
		Fall	20	0%	Uncomfortable	28	0%	Acceptable
		Winter	21	-5%	Uncomfortable	30	0%	Acceptable
		Annual	20	-5%	Uncomfortable	29	0%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance; and,
2) % Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

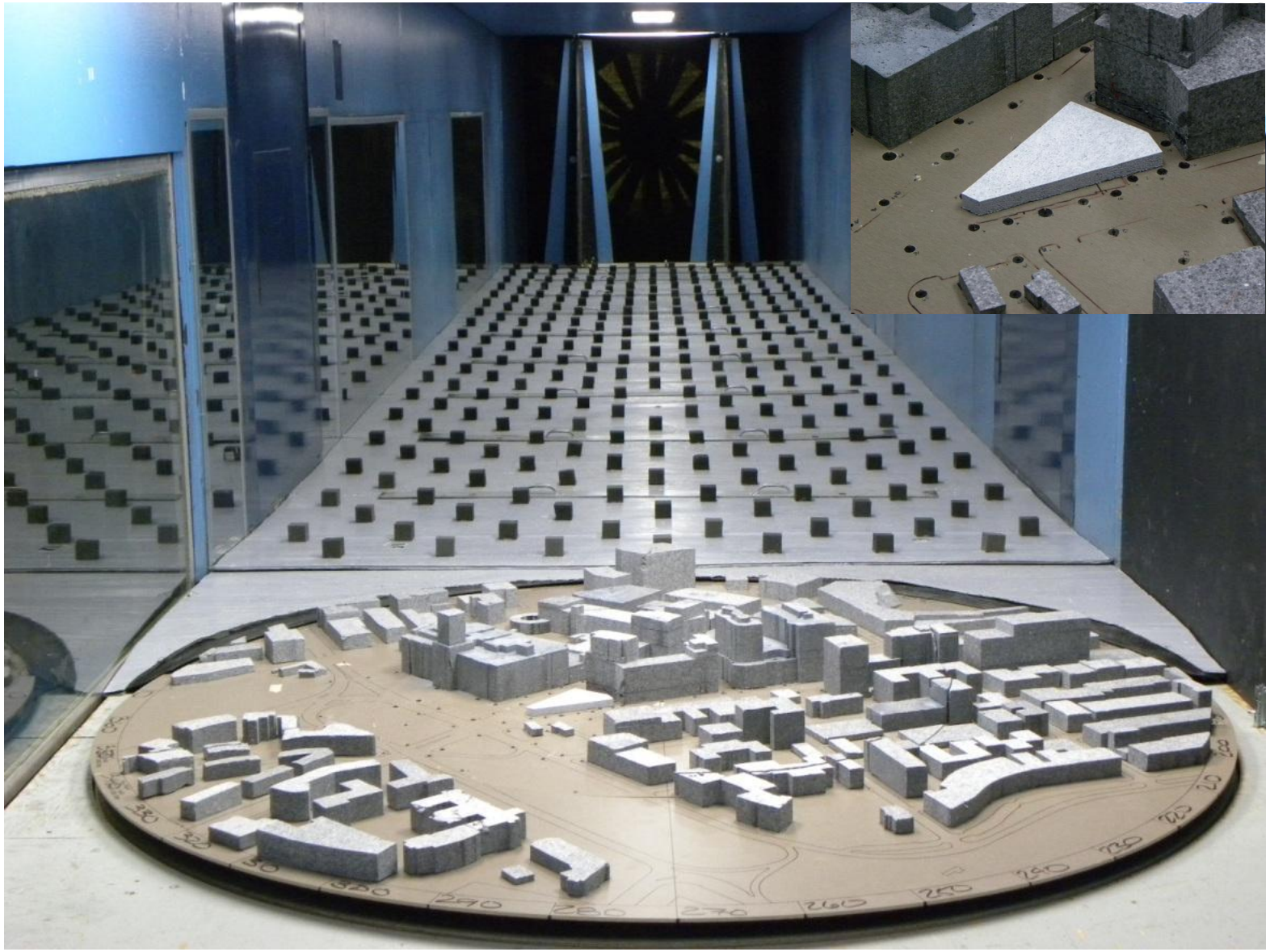
A - No Build
B – Build with Mitigation Scheme 21
C – Build with Mitigation Scheme 22
D – Build with Mitigation Scheme 23

Mean Wind Speed Criteria

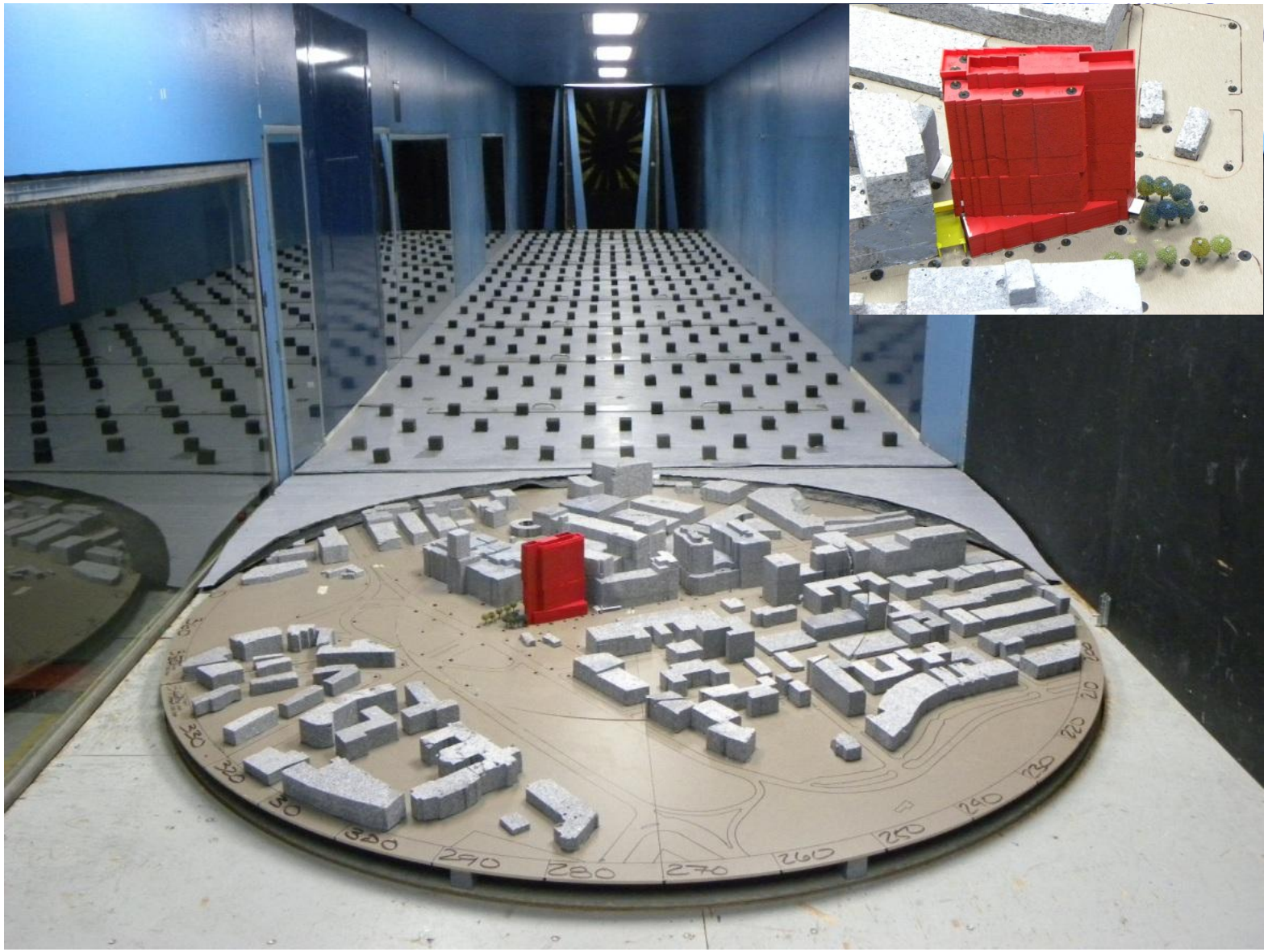
Comfortable for Sitting:	≤ 12 mph
Comfortable for Standing:	> 12 and ≤ 15 mph
Comfortable for Walking:	> 15 and ≤ 19 mph
Uncomfortable for Walking:	> 19 and ≤ 27 mph
Dangerous Conditions:	> 27 mph

Effective Gust Criteria

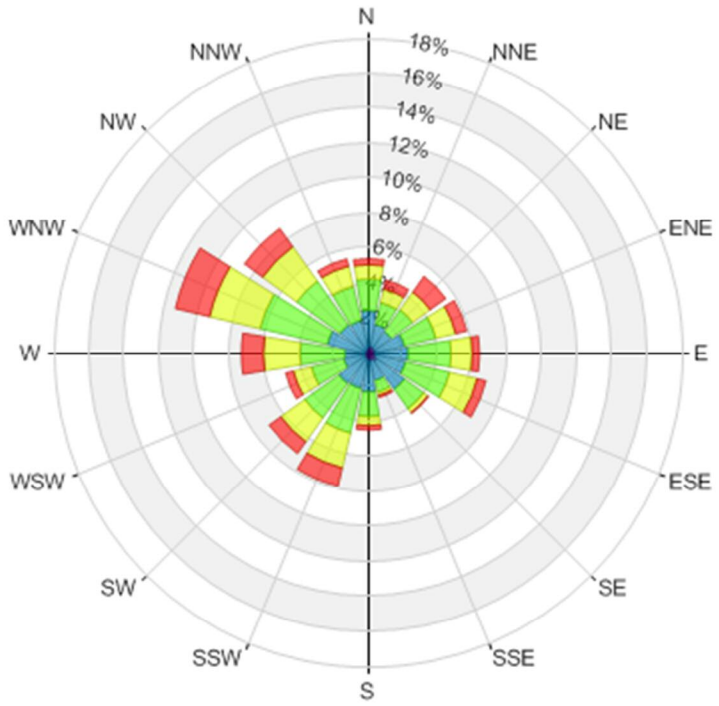
Acceptable:	≤ 31 mph
Unacceptable:	> 31 mph



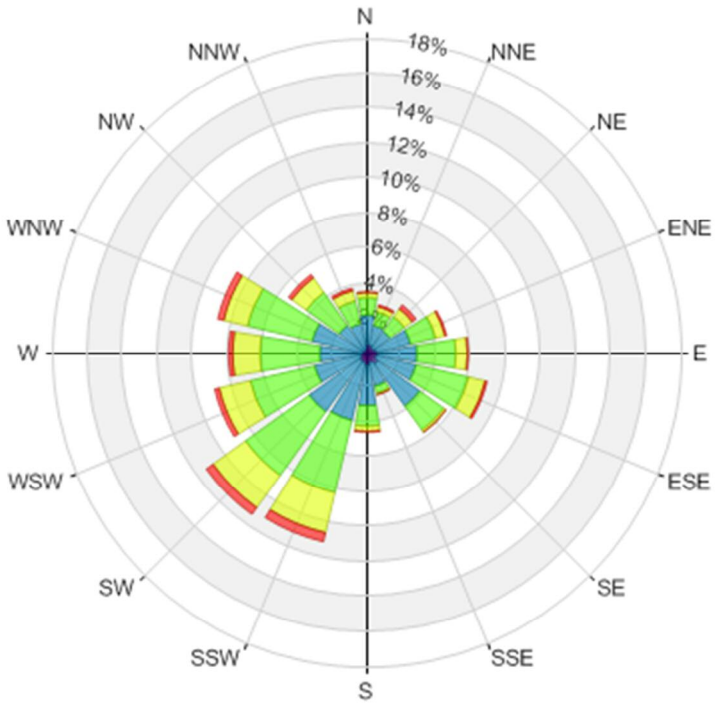
Wind Tunnel Study Model **Configuration – No Build** The Point - Boston, Massachusetts	Project #1200713	Figure: 1a Date: February 6, 2013



Wind Tunnel Study Model **Configuration – Scheme 23** The Point - Boston, Massachusetts	Project #1200713	Figure: 1d Date: February 6, 2013



Spring Winds
(March - May)



Summer Winds
(June - August)

(mph)	Probability (%) Spring	Summer
Calm	1.4	1.5
1-5	5.8	8.3
6-10	26.9	36.1
11-15	33.4	36.2
16-20	21.3	14.9
>20	11.2	2.9

Directional Distribution (%) of Winds (Blowing From)
Boston Logan International Airport (1973 - 2011)

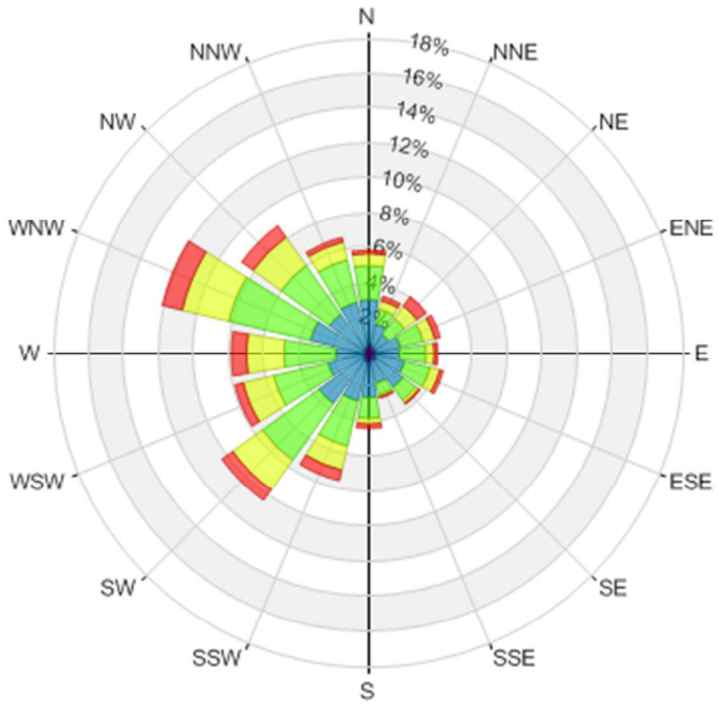
The Point – Boston, Massachusetts

Project # 1200713

Figure No: 2a

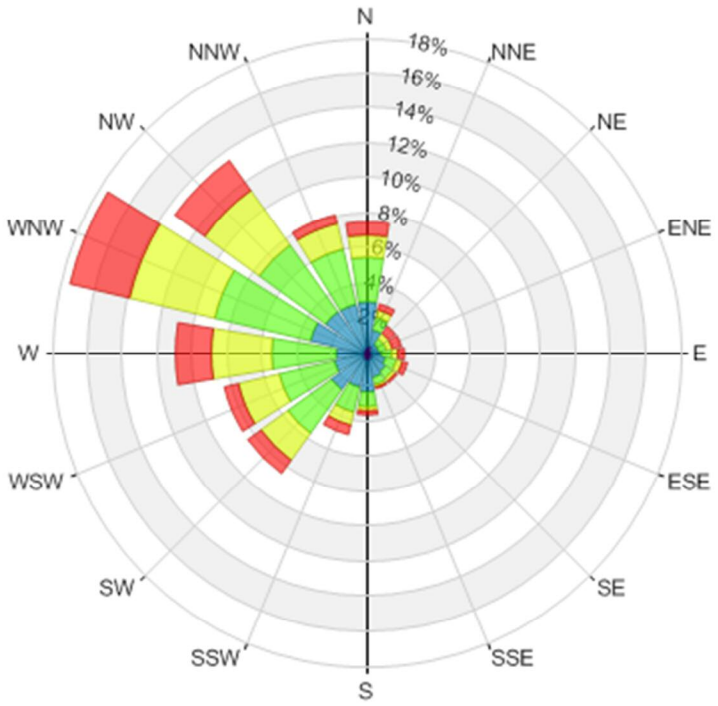
Date: 2/16/2012

RWDI



Fall Winds
(September - November)

(mph)	Probability (%) Fall	Winter
Calm	1.6	1.2
1-5	7.0	5.3
6-10	32.0	25.1
11-15	34.6	32.1
16-20	17.6	22.6
>20	7.2	13.7



Winter Winds
(December - February)

Directional Distribution (%) of Winds (Blowing From)
Boston Logan International Airport (1973 - 2011)

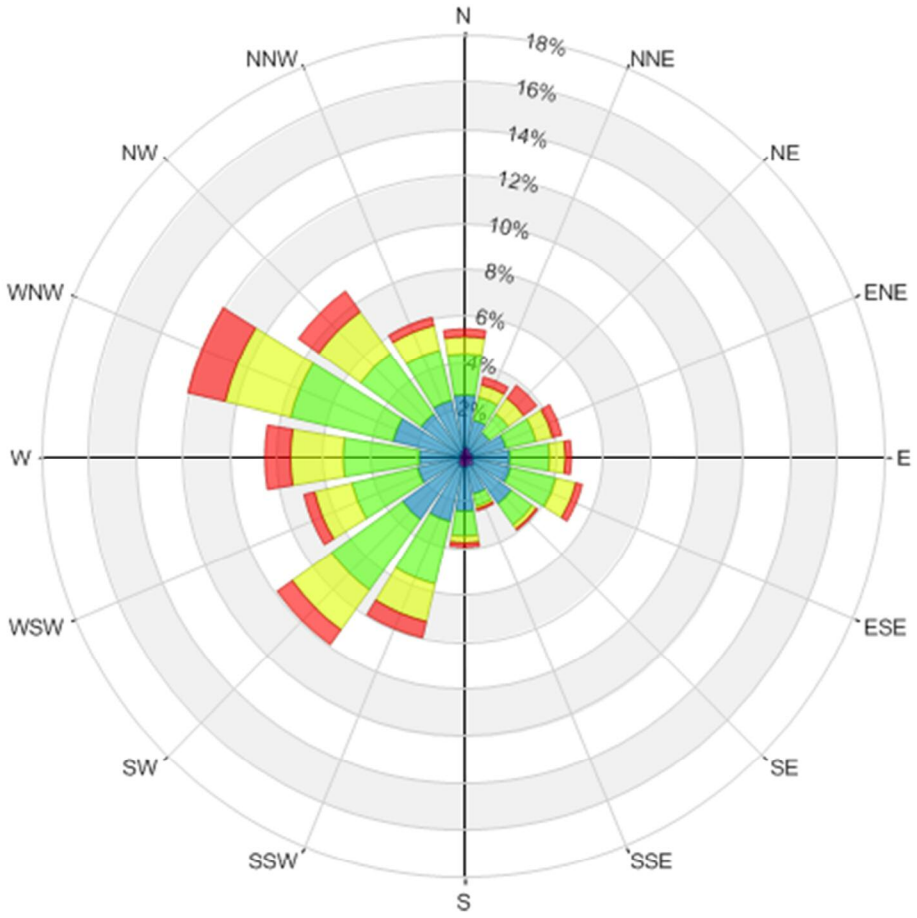
The Point – Boston, Massachusetts

Project # 1200713

Figure No: 2b

Date: 2/16/2012

RWDI



Annual Winds

(mph)	Probability (%)
Calm	1.8
1-5	6.3
6-10	30.4
11-15	34.0
16-20	18.8
>20	8.7

Directional Distribution (%) of Winds (Blowing From)
Boston Logan International Airport (1982 - 2011)

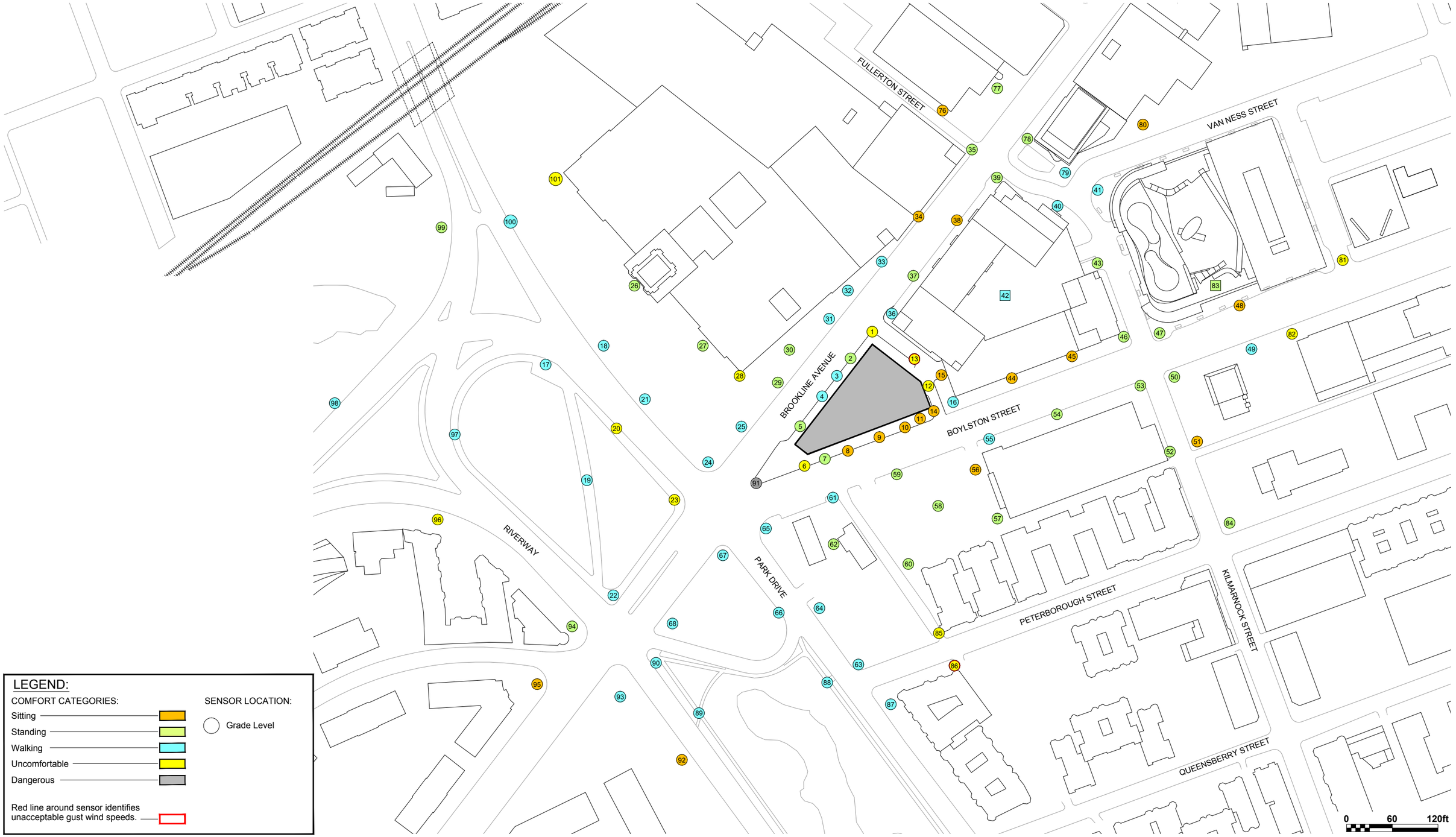
The Point – Boston, Massachusetts

Project # 1200713

Figure No: 2c

Date: 2/16/2012

RWDI



LEGEND:

COMFORT CATEGORIES:

- Sitting
- Standing
- Walking
- Uncomfortable
- Dangerous

Red line around sensor identifies unacceptable gust wind speeds.

SENSOR LOCATION:

- Grade Level

Pedestrian Wind Comfort Conditions - No Build

Annual (January to December, 1:00 to 24:00)

The Point - Boston, Massachusetts

True North

Project #1200713

Drawn by:	SMR	Figure:	3a
Approx. Scale:			1"=150'
Date Revised:			Feb. 4, 2013

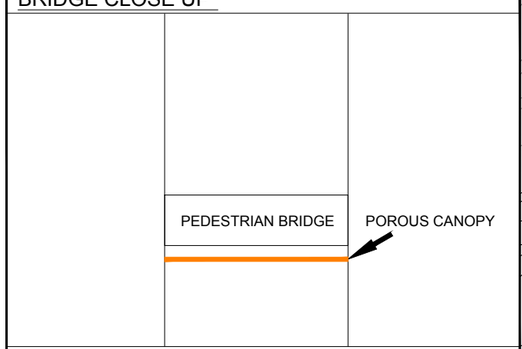
RWDI

LEGEND:

SOLUTIONS:

- MARCESCENT LANDSCAPING
- 8.5 FT HIGH SOLID WALL
- 15 FT DEEP VERTICAL POROUS SCREENS AND SOLID CANOPY
- POROUS FENCE
- 50% POROUS SCREEN
- SOLID CANOPY
- POROUS CANOPY
- SOLID WALL

BRIDGE CLOSE UP



Approx. Scale: 1"=30'

0 15 30ft

LEGEND:

COMFORT CATEGORIES:

- Sitting
- Standing
- Walking
- Uncomfortable
- Dangerous

Red line around sensor identifies unacceptable gust wind speeds.

SENSOR LOCATION:

- Grade Level

FULLERTON STREET
VAN NESS STREET
BROOKLINE AVENUE
BOYLSTON STREET
RIVERWAY
PARK DRIVE
PETERBOROUGH STREET
KILMARNOCK STREET
QUEENSBERRY STREET

0 60 120ft

Pedestrian Wind Comfort Conditions - Build with Mitigation Scheme 23

Annual (January to December, 1:00 to 24:00)

The Point - Boston, Massachusetts

True North

Project #1200713

Drawn by:	SMR	Figure:	3d
Approx. Scale:			1"=150'
Date Revised:			Feb. 4, 2013

RWDI

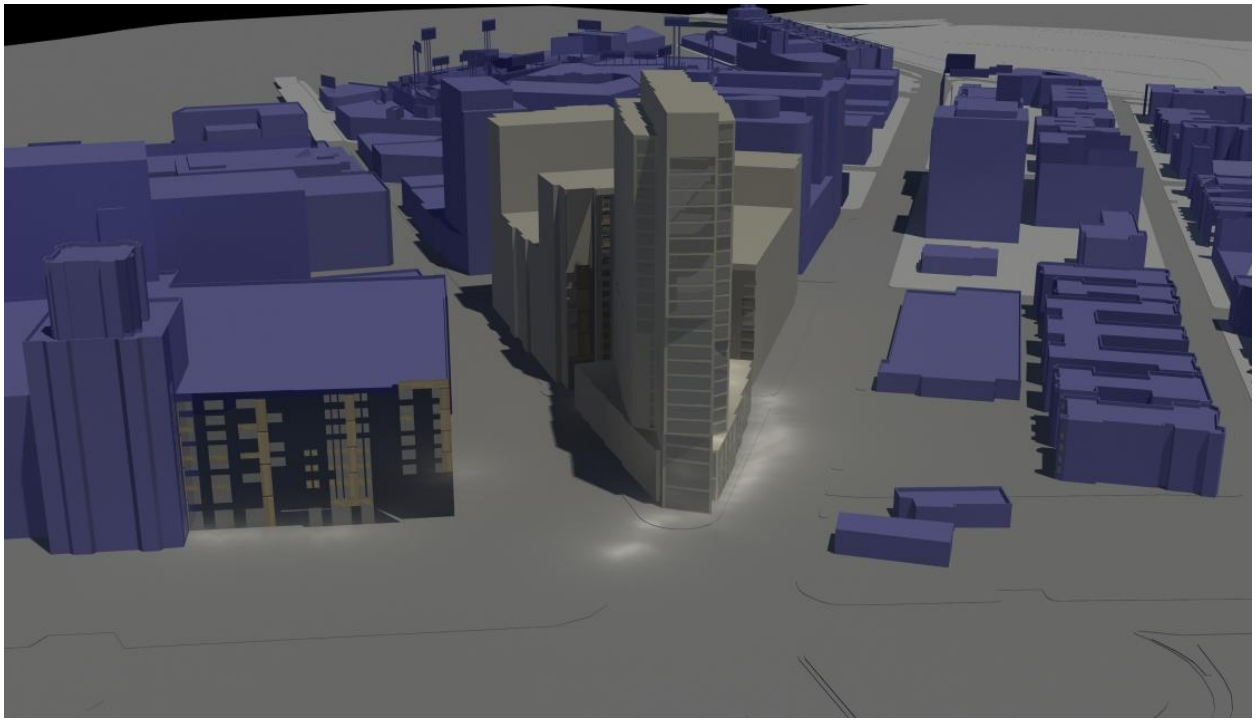
Appendix D
Solar Glare Supporting Documentation

■

The Solar Glare Analysis within the Site of Fenway Triangle 176-200 Brookline Avenue, Boston MA.

To:

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From:

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Executive Summary - 01 #07012013ARQU01 **Advance Monitoring & Control Management, Inc.**

Jan 7th, 2013

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Subject: The solar glare analysis within the site of Fenway Triangle 176-200 Brookline Avenue, Boston, Massachusetts.

Project References: Reply to request for architectural services by Jooyeol Oh, AIA, LEED, Vice President, ARQUITECTONICA, 100, Fifth Avenue, 10th Floor, NY, NY, 10011, USA, T 212.254.2700 x 2017, F 212.533.9203, M 917.385.9642, E-Mail: joh@arquitectonica.com

Engineering Services: The solar glare analysis of the Fenway Triangle site, Boston, MA

The following tasks were completed as part of the daylight/solar glare impact analysis within the site of Fenway Triangle 176-200 Brookline Avenue, Boston, Massachusetts. The study outcomes and glass options were communicated at all levels with Vice President, Jooyeol Oh, at ARQUITECTONICA and associated project MEP team members.

Executive Summary: This is a report on glare, reflected glare and the impact of the new tower's solar reflection on its adjacent properties within the Fenway Triangle project site in Boston, MA. The results show that the current Fenway Triangle newly designed tower - building geometry with selected glazing system, their specific detail as designed within the elevations and the associated curtain walls do fully comply with typical city code ordinance on glare as relates to building facades with large glazing surfaces. The solar heat reflected from the building surfaces do not impact the cooling load of the building itself or the adjacent buildings. In most cases large part of incoming solar rays are shielded by the tower shading or other adjacent buildings at various times from sun high intensities under the low solar altitude conditions. The buildings and landscape within the site and the associated specifications on selected glazing systems with their specific solar and optical characteristics will mitigate the reflected glare from the viewers' viewing directions. The results show that the average glare index and or glare factor does **not exceed the 50 scale which is equal to just admissible** rating in accordance to the Illuminating Engineering Society of North America (IESNA), the USA lighting authority's Standards (www.iesna.org) and the Glare Index rating in accordance with the International Commission on Illumination (CIE) (www.cie.co.at).

Glass selection and or options: Clear, tinted, color, fritted and or reflective glazing systems' reflectance characteristic or the outward reflectance varies from 7% to 55% respectively; however the amount of reflected sun that reaches the surface of interest varies as function of the sun intensity, position and the total inter-reflection within the surfaces in a given site. Based on the related glazing studies, various glass samples were selected by the project architect, design team and supported by the project MEP team for the energy use of the building given their ASHRAE energy compliance requirement for this climatic zone (zone-5) not to exceed SHGC of 0.40. The characteristics of these glass samples are evaluated for their solar and daylighting performance. The **TABLES 1A & 1B** and **Figures 1A & 1B** show the available data from the SELECTED manufacture web sites by the ARQUITECTONICA's design team. **1) http://www.viracon.com/index.php?option=com_viracon&category=39;**
2) http://www.na.en.sunguardglass.com/SunguardProducts/IS20/index.htm;
3) http://glassconfigurator.ppg.com/

Conclusions: The spectral characteristics of these selected glass samples were measured and used as an input to the simulation model. The glare conditions created at the site using glass with outwardly visible reflectance below 15% for a double glazing system composite are within admissible range; however, the glare conditions due to the use of glass with reflectance above 15% are not fully in compliance with visual comfort. Although the glare criterion is subjective; the heat gain or solar reflectance are measurable or quantifiable for this application. The results show that there are no adverse thermal or visual impacts on the surrounding spaces and or specifically selected points of interest by the design team using glass samples with an outwardly visible reflectance below 15% and solar reflectance not exceeding 35% given the following conditions.

The uniform or even distribution of sun light on a clear day has expanded and/or reflected azimuthally to wider areas on the surrounding spaces along the site given the new tower design (e.g., within the boundary of the proposed "Fenway Triangle" or new building within the site and the adjacent properties). The results indicate that there are no adverse impacts on surrounding spaces due to reflected sun light under the stated conditions as shown below. These conditions hold true given the current proposed tower heights and the glazing specifications for the selected glass (below 15% reflectance) and their curtain walls design specifications for all tower elevations and the street landscape adjacent to the side roads.

1) The proposed new tower within the "Fenway Triangle "site will not produce reflected illumination or sky-reflected glare or direct illumination across any lot line from a visible source of illumination of such intensity to cause visual discomfort to pedestrian traffic (public walking) on the adjacent property or within the property (e.g. pedestrians or building occupants entering and leaving the building site or the regular employees / public during regular daytime working hours).

2) The proposed new tower within the "Fenway Triangle "site will not produce reflected illumination or sky-reflected glare or direct illumination across any lot line from a visible source of illumination of such intensity to cause visual discomfort to pedestrians or building occupants entering and leaving the building site using cars and should not have visual discomfort problems such as the traffic hazard or detract from the use or enjoyment of adjacent surrounding property.

3) The "Fenway Triangle "tower's glazing system and all building exterior surfaces with the selected glazing material utilizing the proposed facades design with specification (current glass options with reflectance not exceeding 15% an outwardly visible reflectance and 35% solar reflectance) do not have adverse impacts on surrounding uses, such as increasing the cooling loads of the structures upon which they reflect heat under city of Boston solar, daylight availability and climatic conditions.

4) The "Fenway Triangle "tower's glazing system and all building exterior surfaces with the selected glazing material utilizing the proposed facades design with specification (current glass options with reflectance is not exceeding 15% an outwardly and 35% solar reflectance) do not have adverse impacts on surrounding vegetation or plants within and or the adjacent property if any under city of Boston solar, daylight availability and climatic conditions.

5) Given the above criteria and the latest building design and facade geometry, the Viracon, VE1-2M with low-e on clear and or PPG, solarban z50 coating would be the possible options among all glazing choices on the use of double glazing system composites that fully comply with all requirements for glare free environment with no adverse thermal impact due to glass visible and solar reflectance.

Exhibit-01: In summary of these glazing systems selection; there are number of possible options from **PPG, Viracon** and **Guardian** glass manufacturers with special low-e coatings such as **Solar ban 72 or 60, Low-e for VE1-2M** and **Neutral 61 or 50** to meet the architectural esthetic as well as energy end use criteria for these types of double glazing with outward reflectance in range of 8% to 20%. The spectral characteristic of these samples were measured and data used as an input to the simulation models. The measured spectral transmittance and reflection of these samples for both outward visible (Out) and inward visible (In) are shown in **Figures 1A & 1B** and summarized in **TABLES 1A & 1B**. Ultra-violet is defined in range of 300 to 380 nanometers (nm) and the reflectance range is due to reported in literature vs. measured data. Now; Regardless of the building surface, glass types and how glass is utilized within the surface of the building façade and or within various elevations, the 10% reflectance of sun visible energy reaching a window surface or solar heat reflectance for that matter is not a small amount. Current building industry provides variety of roof surface treatments as a possible shield against the excess solar heat gain and reduces the cooling load for the building with respect to energy consumptions.

TABLE 1A: THE GLAZING SYSTEM OPTIONS AND THEIR CHARACTERISTIC FOR THE TOWER

Exterior	1/4" (6mm) clear VE1-2M #2	1/4" (6mm) clear PPG - Solar BAN 72 #2	1/4" (6mm) clear Guardian Neutral 61 #2
Air Gap	1/2" (13.2mm) airspace	1/2" (13.2mm) airspace	1/2" (13.2mm) airspace
Interior	1/4" (6mm) clear	1/4" (6mm) clear	1/4" (6mm) clear
Product Index	**Performance Data**	**Performance Data**	**Performance Data**
Transmittance			
Visible Light	70%	71%	61%
Solar Energy	33%	28%	34%
U-V*	10%	9%	27%
Reflectance			
Visible Light-Exterior **	11% - 14%	13% - 20%	19% - 20%
Visible Light-Interior **	12% - 14%	13% - 21%	15% - 19%
Solar Energy	31%	53%	31%
NFRC U-Value			
Winter	0.29 Btu/(hr x sqft x °F)	0.29 Btu/(hr x sqft x °F)	0.30 Btu/(hr x sqft x °F)
Summer	0.26 Btu/(hr x sqft x °F)	0.27 Btu/(hr x sqft x °F)	0.29 Btu/(hr x sqft x °F)
European U-Value	1.5	1.5	1.5
Shading Coefficient	0.44	0.34	0.45
Relative Heat Gain	91 Btu/(hr x sqft)		
Solar Factor (SHGC)	0.38	0.30	0.40
LSG	1.84	2.38	1.53
***Ultra-violet defined as 300 to 380 nanometers (nm) ** The range is due to reported vs. measured data**			

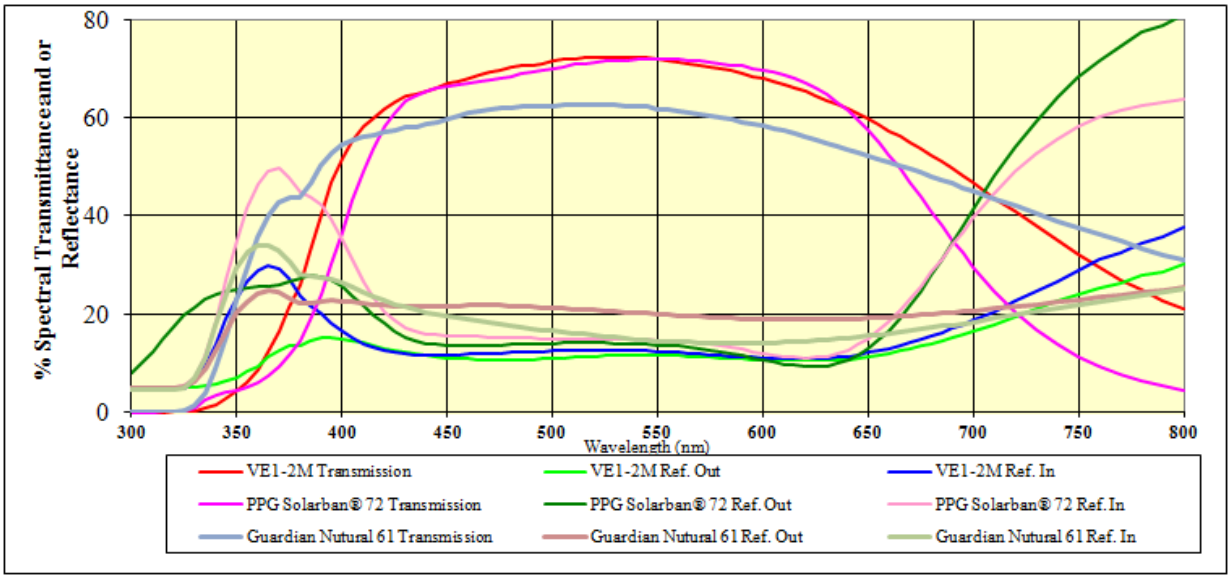


Figure – 1A: Spectral transmittance and outward and inward surfaces reflections of the selected 1/4" (6mm) thick glass samples. Viracon VE1_2M Low-E on Clear & PPG Solarban® 72XL & Guardian Neutral 61

TABLE 1B: THE GLAZING SYSTEM OPTIONS AND THEIR CHARACTERISTIC FOR THE TOWER

Exterior	1/4" (6mm) clear PPG - Solar BAN 60 #2	1/4" (6mm) clear PPG - Solar BAN z50 #2	1/4" (6mm) clear Guardian Neutral 50 #2
Air Gap	1/2" (13.2mm) airspace	1/2" (13.2mm) airspace	1/2" (13.2mm) airspace
Interior	1/4" (6mm) clear	1/4" (6mm) clear	1/4" (6mm) clear
Product Index	**Performance Data**	**Performance Data**	**Performance Data**
Transmittance			
Visible Light	70%	51%	50%
Solar Energy	33%	26%	31%
U-V*	19%	14%	30%
Reflectance			
Visible Light-Exterior **	8.5% - 13%	10% - 13%	15% - 16%
Visible Light-Interior **	11% - 14%	8% - 14%	11% - 12%
Solar Energy	43%	23%	19%
NFRC U-Value			
Winter	0.29 Btu/(hr x sqft x °F)	0.29 Btu/(hr x sqft x °F)	0.33 Btu/(hr x sqft x °F)
Summer	0.27 Btu/(hr x sqft x °F)	0.27 Btu/(hr x sqft x °F)	0.32 Btu/(hr x sqft x °F)
European U-Value	1.55	1.5	1.5
Shading Coefficient	0.46	0.36	0.45
Relative Heat Gain	91 Btu/(hr x sqft)		94
Solar Factor (SHGC)	0.40	0.31	0.39
LSG	1.85	1.64	1.28
***Ultra-violet defined as 300 to 380 nanometers (nm) ** The range is due to reported vs. measured data**			

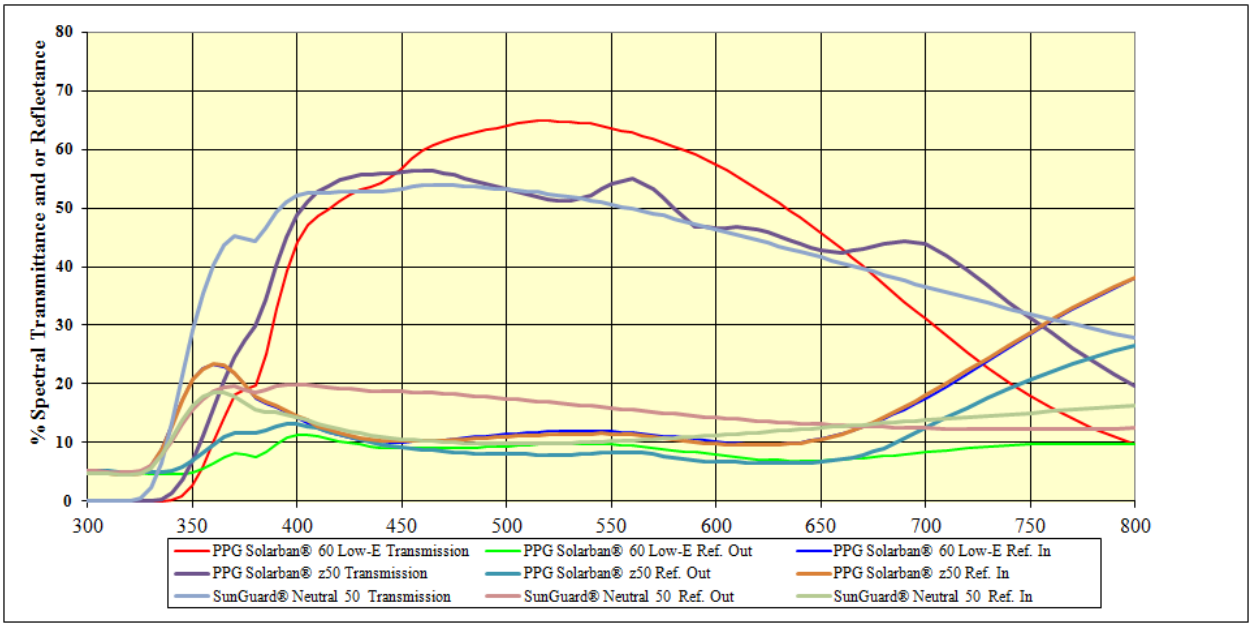


Figure – 1B: Spectral transmittance and outward and inward surfaces reflections of the selected 1/4" (6mm) thick glass samples. PPG Solarban® 60 Low-E on Clear & PPG Solarban® Z50 & Guardian Neutral 50

Exhibit-02

Results: The solar-optical property calculations under simulated sky conditions using computer simulation studies provided the database in order to evaluate the performance of the building with its glazing system and the glare conditions within the building site. The results are based on the information provided by the project architects given the building site and the geometry, the exterior surfaces, and the layout of the adjacent properties. The daylighting /glazing system creates an overall high level of glare and solar reflected conditions within the site for various locations important to occupants' visual fields close to the property over the low rise "podium" and or pedestrian pathways or areas adjacent to the building during the summer season and the distance surrounding areas to the building during the winter clear sunny days. See computer output examples of such conditions in **Figures 2 to 7** and also more detail data or representation of the condition in time series are shown in full report along with **Appendixes A, B, C and D**.



Figure - 2: The viewers' positions for glare and solar heat gain calculations points with respect to the site

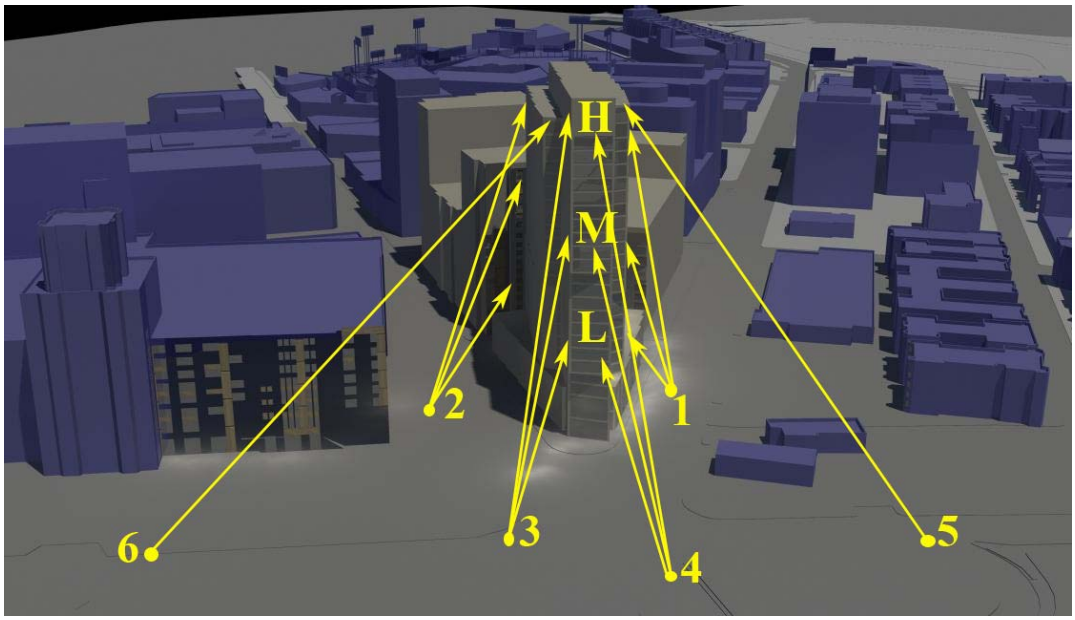


Figure - 3: The viewers' positions for glare calculation with respect to the tower's orientation and heights.

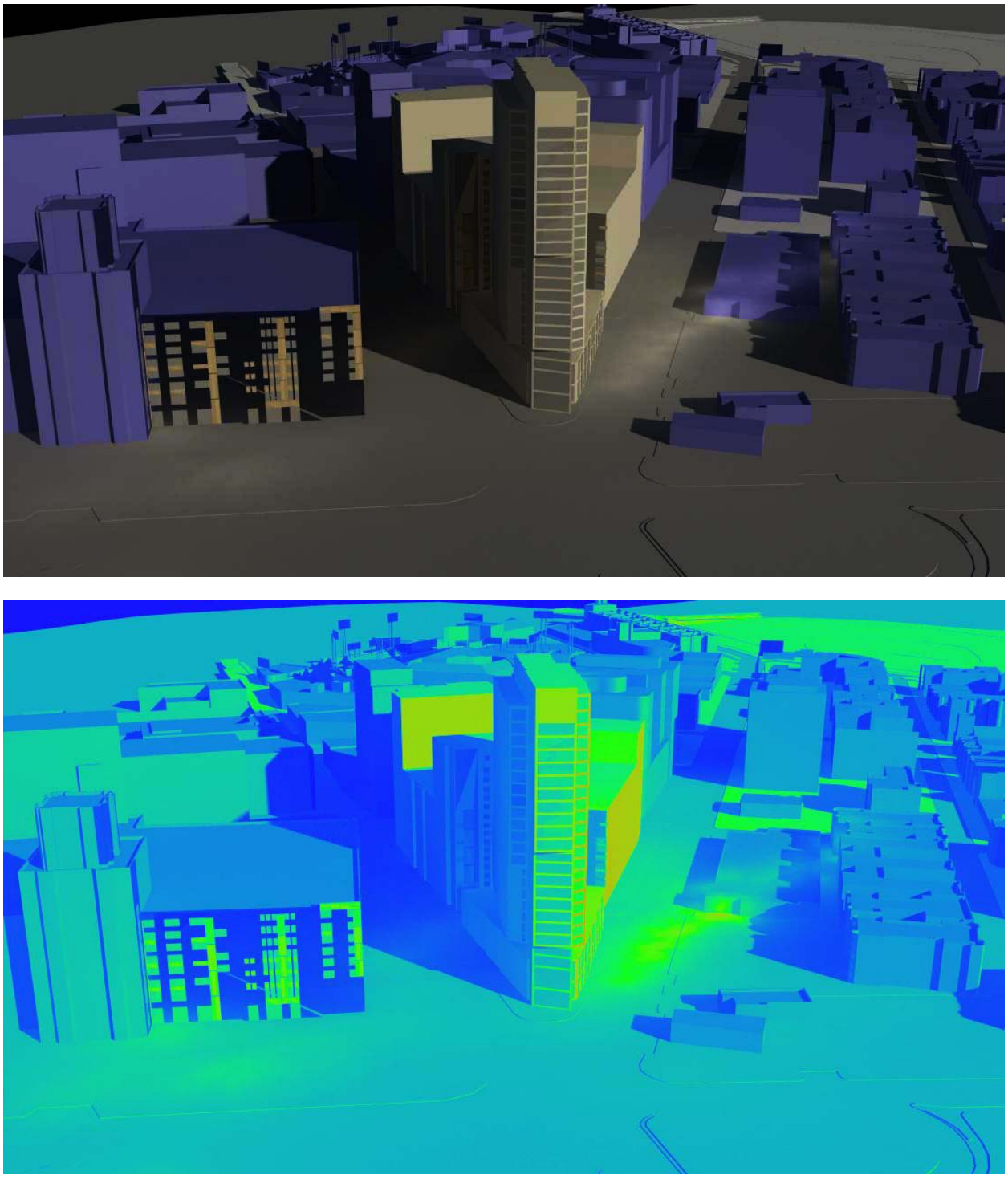


Figure -4: Surface peak luminance due to solar exposure for winter season at specific time within the site.

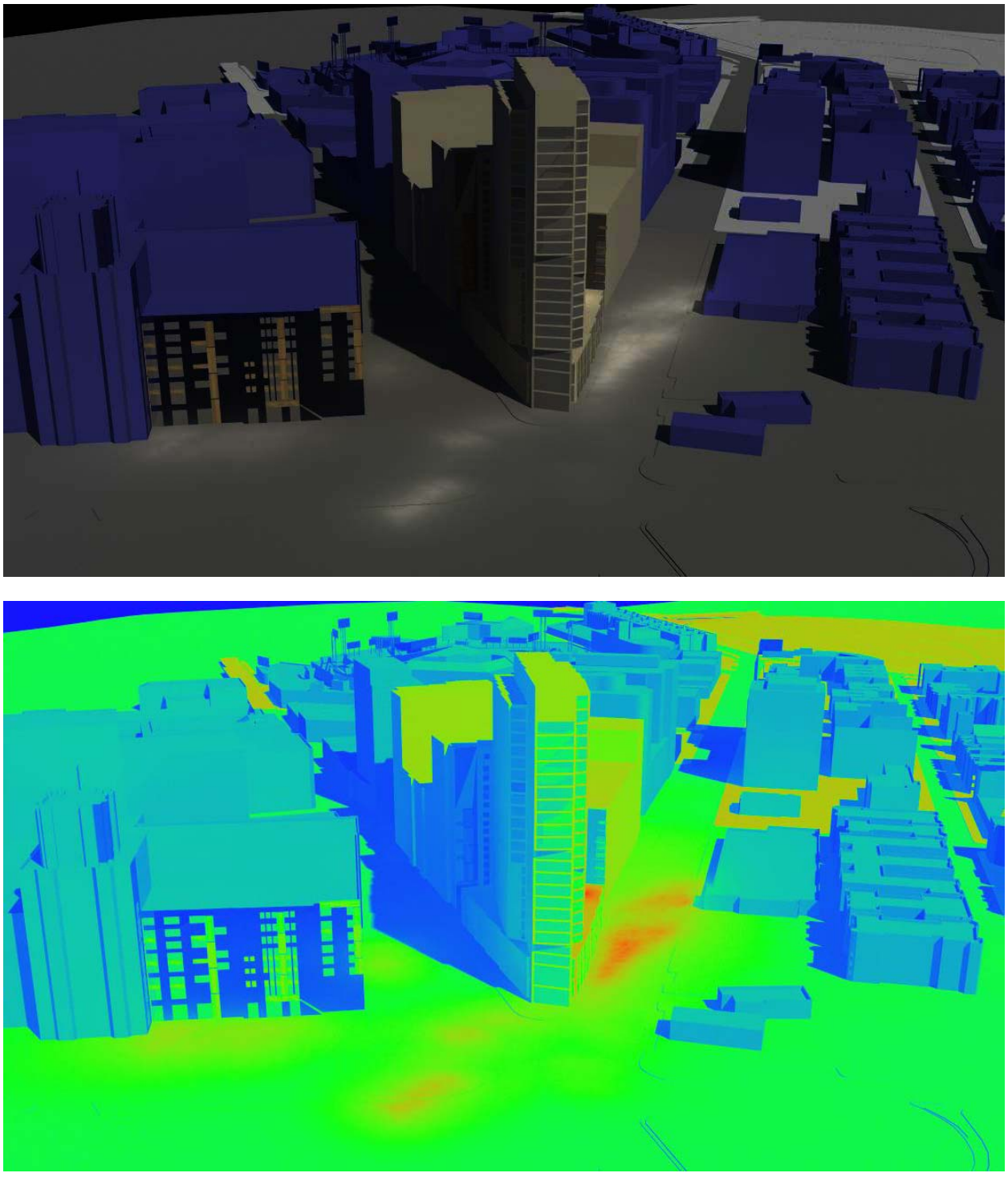


Figure -5: Surface peak luminance due to solar exposure for spring or fall season at specific time within the site.

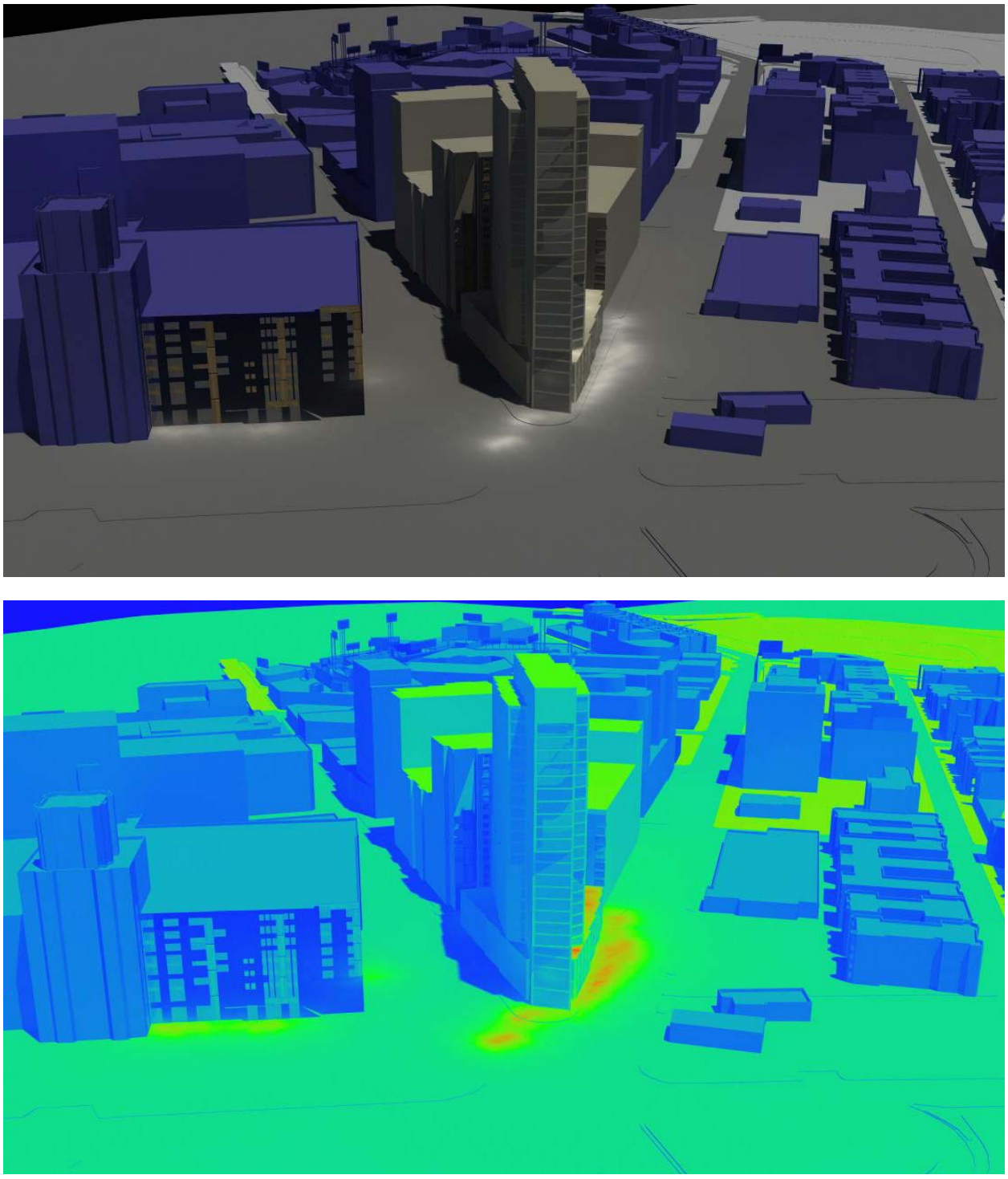
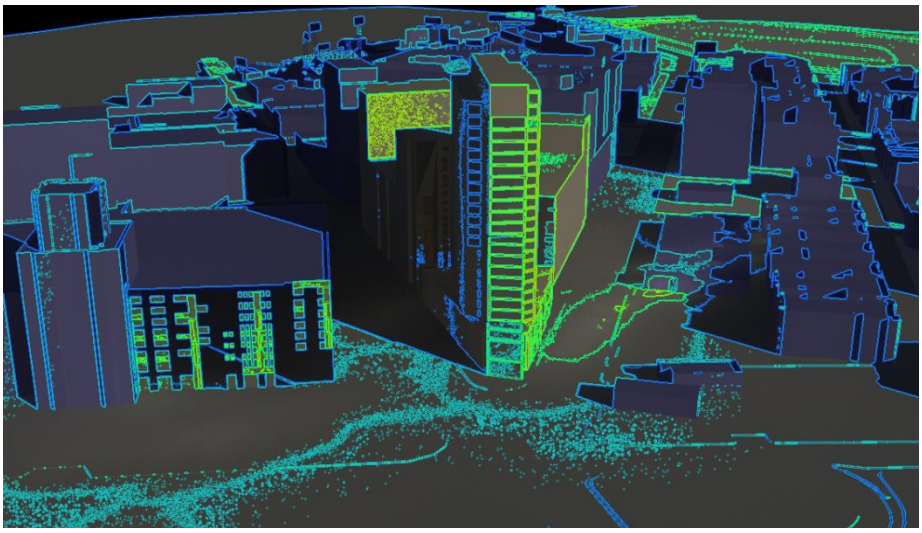
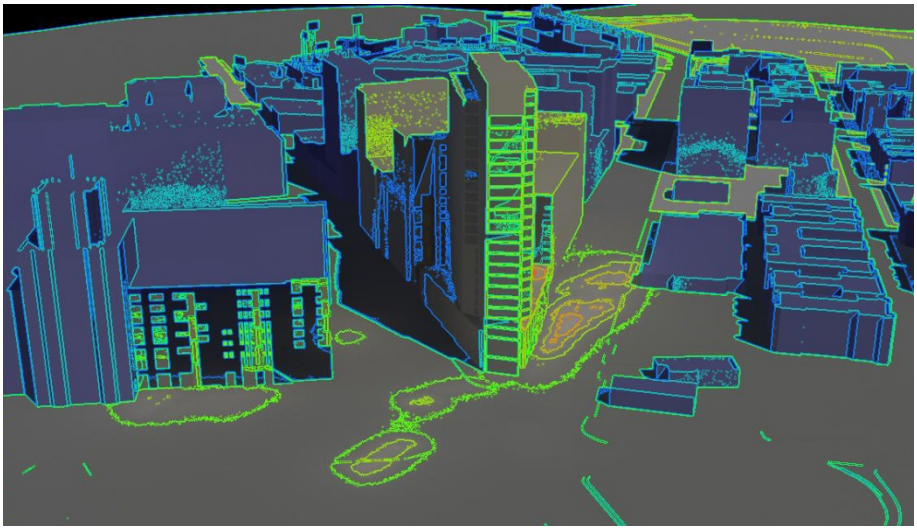


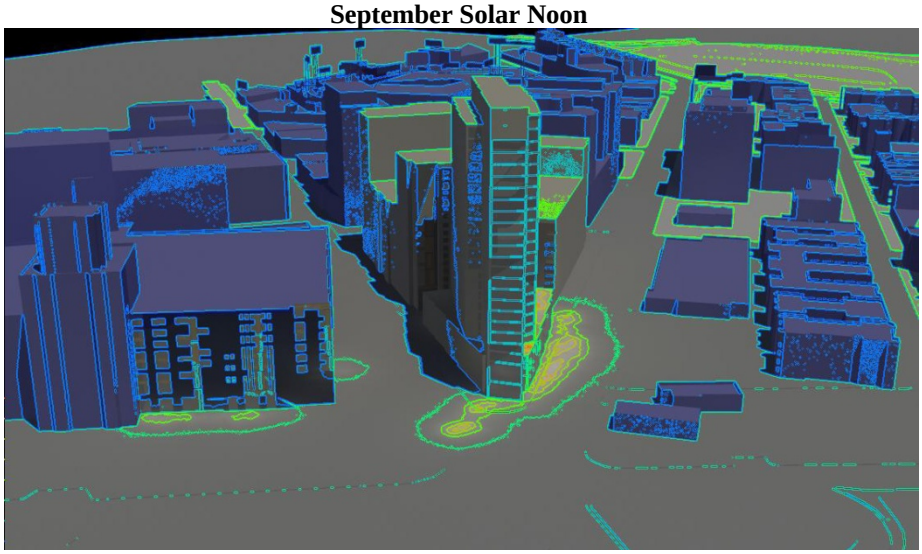
Figure -6: Surface peak luminance due to solar exposure for summer season at specific time within the site.



December Solar Noon



September Solar Noon



June Solar Noon

Figure -7: Surface peak luminance distributions for all seasons at specific time within the site.

Exhibit 3: The results show that there are major reflections and inter reflection condition created on the areas close to the tower during the summers with sun at high altitude positions. However; there are no major issues within the adjacent site and their boundaries given the proposed tower within the adjacent road leading toward this property. The proposed glazing system and its application in this building façade design will provide full compliance to the specific city code or ordinance for this site as mixed commercial site if any. **TABLE 2** shows the percent of the hours the Glare Rating exceeds the 50 = just admissible limits for annual and selected seasons**.** **TABLE 3** was generated using the hourly weather file and incorporating the measured and calculated data to show the percent of the hours, the glare rating exceed the 50= just admissible rating for each month and hours of the 21st day of the month. **TABLES 4, 5 and 6** show the same data for ease of interpretation or its application toward code compliance. In **TABLES 4, 5 and 6,** the **High, Mid and Low** refers to the positions on the elevation of the tower using the approximate floor levels as the ID or the cut off points for the viewing direction of the reflected glare source (e.g. sun) as shown **in Figures 2 (top view)** and **3 (perspective view)**. A value of 50 or below is the limit for this case study application. The seasonal average glare taking all the required variables in to account for each position are shown for morning and afternoon conditions

TABLE 2: THE PERCENT OF THE HOURS THE GLARE RATING EXCEEDS THE 50 = JUST ADMISSIBLE LIMITS AS A FUNCTION OF SEASONS

	7-AM	8-AM	9-AM	10-AM	11-AM	NOON	1-PM	2-PM	3-PM	4-PM	5-PM	6-PM	7-PM
Annual AVG	5	11	17	22	27	30	22	22	21	17	14	9	4
Summer	12	24	30	34	38	41	29	30	29	28	25	20	12
Fall	1	5	12	18	23	25	19	18	16	12	8	3	1
Winter	0	0	4	10	15	19	15	14	12	9	4	1	0
Spring	6	15	22	27	31	34	24	26	25	21	17	12	5

TABLE 3: PERCENT OF THE HOURS THE GLARE RATING EXCEEDS THE **50 = JUST ADMISSIBLE** FOR CLEAR SKY CONDITION AS A FUNCTION OF MONTH & HOUR OF THE DAY.

MONTH/Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
JAN	0	0	0	0	0	0	0	0	2	9	14	19	14	13	11	8	3	0	0	0	0	0	0	0
FEB	0	0	0	0	0	0	0	0	7	14	19	23	17	17	16	13	8	3	0	0	0	0	0	0
MAR	0	0	0	0	0	0	0	5	14	19	23	28	21	21	21	16	11	6	2	0	0	0	0	0
APR	0	0	0	0	0	0	5	14	21	28	32	35	24	27	25	21	17	11	5	0	0	0	0	0
MAY	0	0	0	0	0	2	14	25	32	35	37	39	29	30	30	25	22	19	10	2	0	0	0	0
JUN	0	0	0	0	0	5	16	28	32	35	39	42	30	30	32	30	27	21	13	3	0	0	0	0
JUL	0	0	0	0	0	2	12	23	30	35	39	42	30	32	29	29	24	22	14	3	0	0	0	0
AUG	0	0	0	0	0	0	7	21	28	32	35	39	27	29	27	25	24	17	8	0	0	0	0	0
SEP	0	0	0	0	0	0	2	12	19	23	30	32	24	24	22	17	14	8	2	0	0	0	0	0
OCT	0	0	0	0	0	0	0	5	12	19	23	25	21	17	16	11	6	2	0	0	0	0	0	0
NOV	0	0	0	0	0	0	0	0	5	12	16	19	13	13	10	6	3	0	0	0	0	0	0	0
DEC	0	0	0	0	0	0	0	0	2	7	14	16	13	13	10	6	2	0	0	0	0	0	0	0
ANNUAL	0	0	0	0	0	0	5	12	16	23	28	30	22	22	21	17	14	10	5	0	0	0	0	0

The cumulative incident irradiance-hours (Watt-Hours) could be estimated using direct normal luminous efficacy of 100 (watt/sq-m) for conversion. **Figure 8** shows the solar irradiance (insulations) falling on the site under clear sky condition as presented in a 3D representation while showing peak luminance conditions during December 21st, solar noon time.

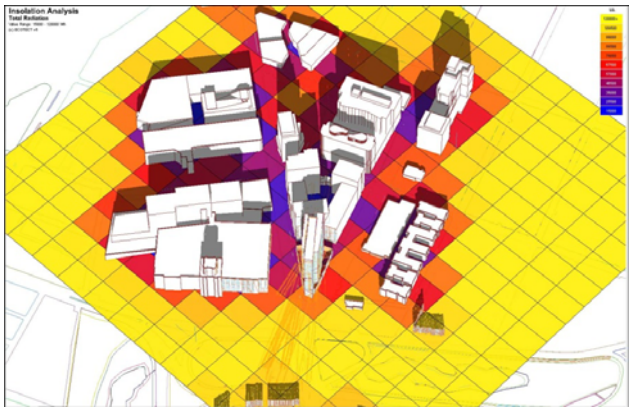


FIGURE - 8: Calculated results based on daylight & solar availability within the site.

TABLE 4: GLARE RATING (GR) CALCULATIONS FOR CLEAR SKY CONDITION AS A FUNCTION OF VIEWING DIRECTION AND ORIENTATION USING LOWER RANGE **(8% - 10%)** REFLECTANCE GLASS SAMPLES SUCH AS PPG SOLAR BAN® 60 LOW-E ON CLEAR AND OR PPG SOLAR BAN® Z50. THE TIMES AND POSITIONS WITH NOTICEABLE GLARE SCALE RATING ARE IDENTIFIED IN **RED**

June	Viewrs' Direction	Position 1	Position 2	Position 3	Position 4	Position 5	Position 6
AM	HIGH	41	28	42	29	27	29
	MID	43	30	44	30	29	30
	LOW	46	34	46	33	31	35
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	36	22	39	27	31	26
	MID	46	23	40	28	32	28
	LOW	39	25	42	30	37	32
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	39	33	37	35	32	34
	MID	39	36	38	36	34	35
	LOW	39	41	41	40	37	42
SEP	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
AM	HIGH	38	24	34	25	23	23
	MID	39	25	35	26	24	24
	LOW	41	28	37	28	26	27
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	36	22	51	42	40	39
	MID	46	23	51	43	40	40
	LOW	39	25	53	23	22	41
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	41	28	42	29	27	29
	MID	43	30	44	30	29	30
	LOW	46	34	46	33	31	35
DEC	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
AM	HIGH	37	22	32	24	22	23
	MID	39	24	33	25	23	24
	LOW	40	26	35	26	25	27
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	37	34	49	49	45	43
	MID	37	35	50	49	40	43
	LOW	38	36	50	25	23	45
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	45	33	42	35	32	34
	MID	48	36	44	36	34	35
	LOW	51	41	46	40	37	42
	AVG	41	29	42	32	31	33
	Max	51	41	53	49	45	45
	Min	36	22	32	23	22	23

TABLE 5: GLARE RATING (GR) CALCULATIONS FOR CLEAR SKY CONDITION AS A FUNCTION OF VIEWING DIRECTION AND ORIENTATION USING MIDDLE RANGE REFLECTANCE **(11% - 15%)** BY VIRACON® VE1_2M LOW-E ON CLEAR AND OR PPG SOLAR BAN® 72 LOW-E THE TIMES AND POSITIONS WITH NOTICEABLE GLARE SCALE RATING ARE IDENTIFIED IN **RED**

June	Viewrs' Direction	Position 1	Position 2	Position 3	Position 4	Position 5	Position 6
AM	HIGH	37	25	38	26	25	26
	MID	39	27	39	27	26	27
	LOW	41	31	42	30	28	32
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	33	19	35	24	27	24
	MID	42	20	36	25	29	25
	LOW	35	28	28	28	28	28
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	35	30	33	31	29	30
	MID	35	32	34	32	30	32
	LOW	35	37	37	36	34	37
SEP	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
AM	HIGH	34	21	30	23	21	21
	MID	35	22	31	23	22	22
	LOW	37	25	33	25	24	25
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	33	19	45	38	36	35
	MID	42	20	46	39	36	36
	LOW	35	22	48	20	20	37
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	37	25	38	26	25	26
	MID	39	27	39	27	26	27
	LOW	41	31	42	30	28	32
DEC	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
AM	HIGH	33	20	29	22	20	21
	MID	35	21	30	22	21	22
	LOW	36	24	32	24	22	25
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	33	31	44	44	41	39
	MID	33	31	45	44	36	38
	LOW	34	33	45	22	20	41
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	41	30	38	31	29	30
	MID	43	32	39	32	30	32
	LOW	46	37	42	36	34	37
	AVG	37	27	38	29	28	30
	Max	46	37	48	44	41	41
	Min	33	19	28	20	20	21

TABLE 6: GLARE RATING (GR) CALCULATIONS FOR CLEAR SKY CONDITION AS A FUNCTION OF VIEWING DIRECTION AND ORIENTATION USING HIGHER RANGE REFLECTANCE **(16% - 20%)** BY GUARDIAN NEUTRAL® 50 AND OR GUARDIAN NEUTRAL® 60 GLASS SAMPLES. THE TIMES AND POSITIONS WITH NOTICEABLE GLARE SCALE RATING ARE IDENTIFIED IN **RED**

June	Viewrs' Direction	Position 1	Position 2	Position 3	Position 4	Position 5	Position 6
AM	HIGH	56	45	30	57	37	29
	MID	59	47	32	59	38	31
	LOW	61	49	37	63	42	34
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	49	39	23	52	34	33
	MID	62	50	24	54	35	35
	LOW	53	43	34	42	39	34
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	52	42	37	50	44	35
	MID	52	42	38	52	45	36
	LOW	52	42	41	55	50	40
SEP	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
AM	HIGH	51	41	25	46	32	25
	MID	53	42	27	47	33	26
	LOW	55	44	30	50	35	28
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	49	39	23	68	53	43
	MID	62	50	24	69	54	43
	LOW	53	43	26	72	28	24
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	56	45	30	57	37	29
	MID	59	47	32	59	38	31
	LOW	61	49	37	63	42	34
DEC	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
AM	HIGH	50	40	24	44	30	24
	MID	52	42	26	45	31	25
	LOW	54	43	29	48	33	27
Noon	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	49	39	37	66	61	49
	MID	50	40	38	67	61	43
	LOW	51	41	39	68	31	24
PM	Direction	Position 1	Position 2	Position 3	Position 4	Position 4	Position 6
	HIGH	61	49	36	57	44	35
	MID	65	52	38	59	45	36
	LOW	68	55	44	63	50	40
	AVG	55	44	32	57	41	33
	Max	68	55	44	72	61	49
	Min	49	39	23	42	28	24

Appendix E
Air Quality Supporting Documentation

- **MOBILE 6.2 Input Files**
- **MOBILE 6.2 Output Files**
- **Microscale Input Files**
  - **2012 Existing**
  - **2017 No-Build Condition**
  - **2017 Build Condition**
- **Microscale Output Files**
  - **2012 Existing**
  - **2017 No-Build Condition**
  - **2017 Build Condition**
- **Microscale Results**
  - **Carbon Monoxide (CO)**
  - **Particulate Matter (PM10)**
  - **Particulate Matter (PM2.5)**

MOBILE 6.2 Input Files

2012 Mobile Emission Rate

Speed	Type	VOC	CO	NOx	PM10	PM2.5	CO2	Speed	Type	VOC	CO	NOx	PM10	PM2.5	CO2
2.7	Freeway	2.0100	11.9300	1.2900	0.0351	0.0198	561.3000	2.5	Arterial	2.1600	12.5000	1.2900	0.0351	0.0198	561.3000
3	Freeway	1.7800	11.1300	1.2600	0.0351	0.0198	561.3000	3	Arterial	1.7400	11.0000	1.2400	0.0351	0.0198	561.3000
4	Freeway	1.2600	9.2600	1.2000	0.0351	0.0198	561.3000	4	Arterial	1.2200	9.1200	1.1800	0.0351	0.0198	561.3000
5	Freeway	0.9500	8.1400	1.1600	0.0351	0.0198	561.3000	5	Arterial	0.9100	8.0000	1.1400	0.0351	0.0198	561.3000
6	Freeway	0.7900	7.3000	1.1000	0.0351	0.0198	561.3000	6	Arterial	0.7900	7.1900	1.0800	0.0351	0.0198	561.3000
7	Freeway	0.7000	6.6500	1.0400	0.0351	0.0198	561.3000	7	Arterial	0.7000	6.6200	1.0300	0.0351	0.0198	561.3000
8	Freeway	0.6300	6.1700	0.9900	0.0351	0.0198	561.3000	8	Arterial	0.6400	6.1900	0.9900	0.0351	0.0198	561.3000
9	Freeway	0.5800	5.8000	0.9600	0.0351	0.0198	561.3000	9	Arterial	0.5900	5.8500	0.9600	0.0351	0.0198	561.3000
10	Freeway	0.5400	5.4900	0.9300	0.0351	0.0198	561.3000	10	Arterial	0.5500	5.5800	0.9400	0.0351	0.0198	561.3000
11	Freeway	0.5000	5.2500	0.9000	0.0351	0.0198	561.3000	11	Arterial	0.5200	5.3500	0.9100	0.0351	0.0198	561.3000
12	Freeway	0.4800	5.0400	0.8700	0.0351	0.0198	561.3000	12	Arterial	0.5000	5.1500	0.8800	0.0351	0.0198	561.3000
13	Freeway	0.4600	4.8700	0.8400	0.0351	0.0198	561.3000	13	Arterial	0.4800	4.9900	0.8500	0.0351	0.0198	561.3000
14	Freeway	0.4400	4.7200	0.8100	0.0351	0.0198	561.3000	14	Arterial	0.4600	4.8400	0.8300	0.0351	0.0198	561.3000
15	Freeway	0.4200	4.5900	0.7900	0.0351	0.0198	561.3000	15	Arterial	0.4400	4.7200	0.8100	0.0351	0.0198	561.3000
16	Freeway	0.4100	4.4900	0.7800	0.0351	0.0198	561.3000	16	Arterial	0.4300	4.6000	0.7900	0.0351	0.0198	561.3000
17	Freeway	0.4000	4.4200	0.7700	0.0351	0.0198	561.3000	17	Arterial	0.4100	4.4900	0.7800	0.0351	0.0198	561.3000
18	Freeway	0.3900	4.3700	0.7600	0.0351	0.0198	561.3000	18	Arterial	0.4000	4.3900	0.7600	0.0351	0.0198	561.3000
19	Freeway	0.3800	4.3200	0.7500	0.0351	0.0198	561.3000	19	Arterial	0.3900	4.3000	0.7500	0.0351	0.0198	561.3000
20	Freeway	0.3700	4.2700	0.7500	0.0351	0.0198	561.3000	20	Arterial	0.3800	4.2200	0.7400	0.0351	0.0198	561.3000
21	Freeway	0.3700	4.2300	0.7400	0.0351	0.0198	561.3000	21	Arterial	0.3700	4.1600	0.7300	0.0351	0.0198	561.3000
22	Freeway	0.3600	4.2000	0.7400	0.0351	0.0198	561.3000	22	Arterial	0.3700	4.1100	0.7200	0.0351	0.0198	561.3000
23	Freeway	0.3500	4.1700	0.7300	0.0351	0.0198	561.3000	23	Arterial	0.3600	4.0600	0.7100	0.0351	0.0198	561.3000
24	Freeway	0.3500	4.1400	0.7300	0.0351	0.0198	561.3000	24	Arterial	0.3500	4.0100	0.7000	0.0351	0.0198	561.3000
25	Freeway	0.3500	4.1200	0.7200	0.0351	0.0198	561.3000	25	Arterial	0.3500	3.9700	0.6900	0.0351	0.0198	561.3000
26	Freeway	0.3400	4.1000	0.7200	0.0351	0.0198	561.3000	26	Arterial	0.3400	3.9500	0.6900	0.0351	0.0198	561.3000
27	Freeway	0.3400	4.0800	0.7200	0.0351	0.0198	561.3000	27	Arterial	0.3400	3.9300	0.6800	0.0351	0.0198	561.3000
28	Freeway	0.3300	4.0600	0.7100	0.0351	0.0198	561.3000	28	Arterial	0.3300	3.9100	0.6700	0.0351	0.0198	561.3000
29	Freeway	0.3300	4.0500	0.7100	0.0351	0.0198	561.3000	29	Arterial	0.3300	3.8900	0.6700	0.0351	0.0198	561.3000
30	Freeway	0.3300	4.0300	0.7100	0.0351	0.0198	561.3000	30	Arterial	0.3200	3.8700	0.6600	0.0351	0.0198	561.3000
31	Freeway	0.3200	4.0300	0.7100	0.0351	0.0198	561.3000	31	Arterial	0.3200	3.8700	0.6600	0.0351	0.0198	561.3000
32	Freeway	0.3200	4.0300	0.7100	0.0351	0.0198	561.3000	32	Arterial	0.3200	3.8700	0.6600	0.0351	0.0198	561.3000
33	Freeway	0.3200	4.0300	0.7100	0.0351	0.0198	561.3000	33	Arterial	0.3100	3.8800	0.6600	0.0351	0.0198	561.3000
34	Freeway	0.3100	4.0300	0.7100	0.0351	0.0198	561.3000	34	Arterial	0.3100	3.8800	0.6600	0.0351	0.0198	561.3000
35	Freeway	0.3100	4.0400	0.7100	0.0351	0.0198	561.3000	35	Arterial	0.3100	3.8800	0.6600	0.0351	0.0198	561.3000
36	Freeway	0.3100	4.0800	0.7100	0.0351	0.0198	561.3000	36	Arterial	0.3100	3.9200	0.6600	0.0351	0.0198	561.3000
37	Freeway	0.3100	4.1200	0.7100	0.0351	0.0198	561.3000	37	Arterial	0.3000	3.9600	0.6600	0.0351	0.0198	561.3000
38	Freeway	0.3000	4.1600	0.7100	0.0351	0.0198	561.3000	38	Arterial	0.3000	4.0000	0.6700	0.0351	0.0198	561.3000
39	Freeway	0.3000	4.1900	0.7200	0.0351	0.0198	561.3000	39	Arterial	0.3000	4.0300	0.6700	0.0351	0.0198	561.3000
40	Freeway	0.3000	4.2300	0.7200	0.0351	0.0198	561.3000	40	Arterial	0.3000	4.0700	0.6700	0.0351	0.0198	561.3000
41	Freeway	0.3000	4.2800	0.7300	0.0351	0.0198	561.3000	41	Arterial	0.3000	4.1100	0.6800	0.0351	0.0198	561.3000
42	Freeway	0.3000	4.3200	0.7300	0.0351	0.0198	561.3000	42	Arterial	0.3000	4.1500	0.6800	0.0351	0.0198	561.3000
43	Freeway	0.3000	4.3600	0.7400	0.0351	0.0198	561.3000	43	Arterial	0.2900	4.2000	0.6900	0.0351	0.0198	561.3000
44	Freeway	0.2900	4.4000	0.7400	0.0351	0.0198	561.3000	44	Arterial	0.2900	4.2300	0.6900	0.0351	0.0198	561.3000
45	Freeway	0.2900	4.4500	0.7500	0.0351	0.0198	561.3000	45	Arterial	0.2900	4.2700	0.7000	0.0351	0.0198	561.3000
46	Freeway	0.2900	4.5000	0.7600	0.0351	0.0198	561.3000	46	Arterial	0.2900	4.3200	0.7100	0.0351	0.0198	561.3000
47	Freeway	0.2900	4.5400	0.7700	0.0351	0.0198	561.3000	47	Arterial	0.2900	4.3600	0.7200	0.0351	0.0198	561.3000
48	Freeway	0.2900	4.5900	0.7800	0.0351	0.0198	561.3000	48	Arterial	0.2900	4.4100	0.7300	0.0351	0.0198	561.3000
49	Freeway	0.2900	4.6400	0.7900	0.0351	0.0198	561.3000	49	Arterial	0.2900	4.4500	0.7300	0.0351	0.0198	561.3000
50	Freeway	0.2900	4.6900	0.8100	0.0351	0.0198	561.3000	50	Arterial	0.2800	4.4900	0.7400	0.0351	0.0198	561.3000
51	Freeway	0.2900	4.7400	0.8200	0.0351	0.0198	561.3000	51	Arterial	0.2800	4.5400	0.7600	0.0351	0.0198	561.3000
52	Freeway	0.2800	4.7900	0.8400	0.0351	0.0198	561.3000	52	Arterial	0.2800	4.5900	0.7700	0.0351	0.0198	561.3000
53	Freeway	0.2800	4.8400	0.8500	0.0351	0.0198	561.3000	53	Arterial	0.2800	4.6300	0.7800	0.0351	0.0198	561.3000
54	Freeway	0.2800	4.9100	0.8700	0.0351	0.0198	561.3000	54	Arterial	0.2800	4.6800	0.7900	0.0351	0.0198	561.3000
55	Freeway	0.2800	4.9700	0.8900	0.0351	0.0198	561.3000	55	Arterial	0.2800	4.7200	0.8000	0.0351	0.0198	561.3000
56	Freeway	0.2800	5.0300	0.9100	0.0351	0.0198	561.3000	56	Arterial	0.2800	4.7800	0.8200	0.0351	0.0198	561.3000
57	Freeway	0.2800	5.0900	0.9300	0.0351	0.0198	561.3000	57	Arterial	0.2800	4.8400	0.8400	0.0351	0.0198	561.3000
58	Freeway	0.2800	5.1600	0.9600	0.0351	0.0198	561.3000	58	Arterial	0.2800	4.8900	0.8600	0.0351	0.0198	561.3000
59	Freeway	0.2800	5.2300	0.9900	0.0351	0.0198	561.3000	59	Arterial	0.2800	4.9500	0.8800	0.0351	0.0198	561.3000
60	Freeway	0.2800	5.3000	1.0200	0.0351	0.0198	561.3000	60	Arterial	0.2800	5.0000	0.8900	0.0351	0.0198	561.3000
60.7	Freeway	0.2800	5.3400	1.0400	0.0351	0.0198	561.3000	61	Arterial	0.2800	5.0600	0.9200	0.0351	0.0198	561.3000
60.7	Freeway	0.2800	5.3400	1.0400	0.0351	0.0198	561.3000	62	Arterial	0.2800	5.1300	0.9500	0.0351	0.0198	561.3000
60.7	Freeway	0.2800	5.3400	1.0400	0.0351	0.0198	561.3000	63	Arterial	0.2800	5.1900	0.9700	0.0351	0.0198	561.3000
60.7	Freeway	0.2800	5.3400	1.0400	0.0351	0.0198	561.3000	64	Arterial	0.2800	5.2400	1.0000	0.0351	0.0198	561.3000
60.7	Freeway	0.2800	5.3400	1.0400	0.0351	0.0198	561.3000	65	Arterial	0.2800	5.3000	1.0200	0.0351	0.0198	561.3000

2017 Mobile Emission Rate

Speed	Type	VOC	CO	NOx	Speed	Type	VOC	CO	NOx
2.7	Freeway	1.4500	10.1200	0.6300	2.5	Arterial	1.5600	10.6100	0.6300
3	Freeway	1.2900	9.4500	0.6200	3	Arterial	1.2600	9.3500	0.6100
4	Freeway	0.9200	7.8700	0.5900	4	Arterial	0.8900	7.7800	0.5800
5	Freeway	0.6900	6.9300	0.5700	5	Arterial	0.6600	6.8300	0.5600
6	Freeway	0.5700	6.2200	0.5400	6	Arterial	0.5800	6.1500	0.5300
7	Freeway	0.5100	5.6700	0.5100	7	Arterial	0.5100	5.6600	0.5000
8	Freeway	0.4600	5.2600	0.4800	8	Arterial	0.4700	5.3000	0.4800
9	Freeway	0.4200	4.9400	0.4600	9	Arterial	0.4300	5.0100	0.4700
10	Freeway	0.3900	4.6800	0.4500	10	Arterial	0.4000	4.7900	0.4600
11	Freeway	0.3700	4.4700	0.4300	11	Arterial	0.3800	4.5800	0.4400
12	Freeway	0.3500	4.2900	0.4200	12	Arterial	0.3600	4.4100	0.4300
13	Freeway	0.3300	4.1400	0.4000	13	Arterial	0.3400	4.2700	0.4100
14	Freeway	0.3200	4.0100	0.3900	14	Arterial	0.3300	4.1500	0.4000
15	Freeway	0.3100	3.9000	0.3800	15	Arterial	0.3200	4.0400	0.3900
16	Freeway	0.2900	3.8100	0.3700	16	Arterial	0.3100	3.9300	0.3800
17	Freeway	0.2900	3.7500	0.3700	17	Arterial	0.3000	3.8300	0.3800
18	Freeway	0.2800	3.7000	0.3700	18	Arterial	0.2900	3.7500	0.3700
19	Freeway	0.2700	3.6600	0.3600	19	Arterial	0.2800	3.6700	0.3600
20	Freeway	0.2600	3.6200	0.3600	20	Arterial	0.2700	3.6000	0.3600
21	Freeway	0.2600	3.5800	0.3600	21	Arterial	0.2700	3.5500	0.3500
22	Freeway	0.2500	3.5600	0.3600	22	Arterial	0.2600	3.5000	0.3500
23	Freeway	0.2500	3.5300	0.3500	23	Arterial	0.2500	3.4500	0.3400
24	Freeway	0.2500	3.5100	0.3500	24	Arterial	0.2500	3.4100	0.3400
25	Freeway	0.2400	3.4900	0.3500	25	Arterial	0.2500	3.3700	0.3300
26	Freeway	0.2400	3.4700	0.3500	26	Arterial	0.2400	3.3500	0.3300
27	Freeway	0.2400	3.4500	0.3500	27	Arterial	0.2400	3.3300	0.3300
28	Freeway	0.2300	3.4300	0.3500	28	Arterial	0.2300	3.3100	0.3300
29	Freeway	0.2300	3.4200	0.3500	29	Arterial	0.2300	3.3000	0.3200
30	Freeway	0.2300	3.4000	0.3400	30	Arterial	0.2300	3.2800	0.3200
31	Freeway	0.2300	3.4000	0.3400	31	Arterial	0.2300	3.2800	0.3200
32	Freeway	0.2200	3.4000	0.3400	32	Arterial	0.2200	3.2800	0.3200
33	Freeway	0.2200	3.4000	0.3400	33	Arterial	0.2200	3.2800	0.3200
34	Freeway	0.2200	3.4000	0.3400	34	Arterial	0.2200	3.2800	0.3200
35	Freeway	0.2200	3.4000	0.3400	35	Arterial	0.2200	3.2800	0.3200
36	Freeway	0.2200	3.4300	0.3400	36	Arterial	0.2100	3.3100	0.3200
37	Freeway	0.2100	3.4600	0.3500	37	Arterial	0.2100	3.3400	0.3200
38	Freeway	0.2100	3.5000	0.3500	38	Arterial	0.2100	3.3700	0.3200
39	Freeway	0.2100	3.5200	0.3500	39	Arterial	0.2100	3.4000	0.3200
40	Freeway	0.2100	3.5600	0.3500	40	Arterial	0.2100	3.4300	0.3200
41	Freeway	0.2100	3.5900	0.3500	41	Arterial	0.2100	3.4700	0.3300
42	Freeway	0.2100	3.6300	0.3500	42	Arterial	0.2100	3.5000	0.3300
43	Freeway	0.2000	3.6600	0.3600	43	Arterial	0.2000	3.5300	0.3300
44	Freeway	0.2000	3.6900	0.3600	44	Arterial	0.2000	3.5700	0.3300
45	Freeway	0.2000	3.7300	0.3600	45	Arterial	0.2000	3.6000	0.3400
46	Freeway	0.2000	3.7700	0.3700	46	Arterial	0.2000	3.6300	0.3400
47	Freeway	0.2000	3.8100	0.3700	47	Arterial	0.2000	3.6700	0.3400
48	Freeway	0.2000	3.8500	0.3800	48	Arterial	0.2000	3.7100	0.3500
49	Freeway	0.2000	3.8900	0.3800	49	Arterial	0.2000	3.7400	0.3500
50	Freeway	0.2000	3.9300	0.3900	50	Arterial	0.2000	3.7700	0.3500
51	Freeway	0.2000	3.9700	0.3900	51	Arterial	0.2000	3.8100	0.3600
52	Freeway	0.2000	4.0100	0.4000	52	Arterial	0.2000	3.8500	0.3700
53	Freeway	0.2000	4.0600	0.4100	53	Arterial	0.1900	3.8900	0.3700
54	Freeway	0.2000	4.1100	0.4200	54	Arterial	0.1900	3.9300	0.3800
55	Freeway	0.2000	4.1600	0.4200	55	Arterial	0.1900	3.9600	0.3800
56	Freeway	0.2000	4.2100	0.4300	56	Arterial	0.1900	4.0100	0.3900
57	Freeway	0.2000	4.2600	0.4400	57	Arterial	0.1900	4.0600	0.4000
58	Freeway	0.2000	4.3200	0.4500	58	Arterial	0.1900	4.1100	0.4100
59	Freeway	0.2000	4.3800	0.4700	59	Arterial	0.1900	4.1500	0.4100
60	Freeway	0.2000	4.4400	0.4800	60	Arterial	0.1900	4.2000	0.4200
60.7	Freeway	0.2000	4.4800	0.4900	61	Arterial	0.1900	4.2500	0.4300
60.7	Freeway	0.2000	4.4800	0.4900	62	Arterial	0.1900	4.3000	0.4400
60.7	Freeway	0.2000	4.4800	0.4900	63	Arterial	0.1900	4.3500	0.4500
60.7	Freeway	0.2000	4.4800	0.4900	64	Arterial	0.1900	4.4000	0.4600
60.7	Freeway	0.2000	4.4800	0.4900	65	Arterial	0.1900	4.4500	0.4700

MOBILE 6.2 Output Files

```
* Calendar Year 2012 Generic MOBILE6 input file for Mesoscale Build/No-Build
Analyses
* Filename MA12_ALL.INP created by Craig Woleader, MADEP 617-348-4046,
craig.woleader@state.ma.us and Marc Bennett, MADEP 617-292-5597,
marc.bennett@state.ma.us
* revised 12/2/05 to include actual diesel rebuild effects
* revised 12/17/08 to include new IM program program for 2012
*
***************     Header Section     ***************
MOBILE6 INPUT FILE
*
POLLUTANTS          : CO
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE     : MA12_WIN.tb1 REPLACE
REPORT FILE         : MA12_WIN.txt REPLACE
*
RUN DATA
***************     Run Section #1    ***************
> *** Winter 2012 ***

* Pollutant output format
EXPRESS HC AS VOC   :

* Mass. specific user inputs -- require external data file
REG DIST            : 2005_REG.D
I/M DESC FILE       : 09NEWIM.D

* Set Diesel Rebuild effects to 10% as per EPA
REBUILD EFFECTS     : 0.10

STAGE II REFUELING :
91 3 84. 84.

* Inputs for LEV II
94+ LDG IMP         : MA_LEV2.D
T2 EXH PHASE-IN     : LEV2EXH.D
T2 EVAP PHASE-IN    : LEV2EVAP.D
T2 CERT             : LEV2CERT.D

* Meteorological inputs
MIN/MAX TEMP        : 22.8 38.3

* Fuel inputs
FUEL RVP            : 13.5
FUEL PROGRAM        : 2 N

DIESEL FRACTIONS    :
0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.003
0.003   0.002   0.002   0.002   0.002   0.001   0.001   0.001   0.000   0.001
0.001   0.003   0.001   0.002   0.000
0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001
0.001   0.001   0.001   0.001   0.000   0.001   0.001   0.001   0.001   0.001
0.001   0.002   0.002   0.003   0.003
0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001
0.001   0.001   0.001   0.001   0.000   0.001   0.001   0.001   0.001   0.001
0.001   0.002   0.002   0.003   0.003
0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005
0.005   0.005   0.005   0.006   0.005   0.012   0.012   0.017   0.015   0.014
0.016   0.017   0.014   0.018   0.016
0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005
0.005   0.005   0.005   0.006   0.005   0.012   0.012   0.017   0.015   0.014
```



```
0.016   0.017   0.014   0.018   0.016
0.176   0.176   0.176   0.176   0.176   0.176   0.176   0.176   0.176   0.170
0.207   0.202   0.206   0.243   0.176   0.285   0.267   0.212   0.255   0.295
0.249   0.251   0.188   0.175   0.182
0.385   0.385   0.385   0.385   0.385   0.385   0.385   0.385   0.385   0.407
0.433   0.467   0.464   0.480   0.375   0.472   0.480   0.366   0.400   0.344
0.285   0.333   0.314   0.253   0.208
0.674   0.674   0.674   0.674   0.674   0.674   0.674   0.674   0.674   0.634
0.664   0.719   0.717   0.744   0.715   0.565   0.810   0.803   0.644   0.654
0.605   0.525   0.389   0.356   0.376
0.830   0.830   0.830   0.830   0.830   0.830   0.830   0.830   0.830   0.845
0.860   0.840   0.819   0.813   0.610   0.686   0.570   0.733   0.607   0.729
0.685   0.725   0.631   0.350   0.305
0.884   0.884   0.884   0.884   0.884   0.884   0.884   0.884   0.884   0.840
0.887   0.931   0.917   0.914   0.923   0.901   0.908   0.898   0.903   0.876
0.804   0.844   0.782   0.702   0.679
0.977   0.977   0.977   0.977   0.977   0.977   0.977   0.977   0.977   0.972
0.953   0.993   0.992   0.992   0.990   0.981   0.976   0.975   0.959   0.982
0.965   0.963   0.945   0.902   0.875
0.972   0.972   0.972   0.972   0.972   0.972   0.972   0.972   0.972   0.955
0.984   0.995   0.992   0.991   0.995   0.993   0.993   0.995   0.992   0.986
0.995   0.981   0.993   0.971   0.982
1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000
1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000
1.000   1.000   1.000   1.000   1.000
0.786   0.786   0.786   0.786   0.786   0.786   0.786   0.786   0.786   0.917
0.884   0.925   0.968   0.961   0.972   0.985   0.971   0.941   0.905   0.965
0.940   0.907   0.964   0.609   0.880

***************     Scenario Section     ***************

****************** Freeway Scenarios ******************

SCENARIO RECORD     : MA Freeway 2.71 mph (= minimum allowed freeway speed)
CALENDAR YEAR       : 2012
EVALUATION MONTH    : 1
AVERAGE SPEED       : 2.71 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD     : MA Freeway speed 3 mph
CALENDAR YEAR       : 2012
EVALUATION MONTH    : 1
AVERAGE SPEED       : 3 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD     : MA Freeway speed 4 mph
CALENDAR YEAR       : 2012
EVALUATION MONTH    : 1
AVERAGE SPEED       : 4 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD     : MA Freeway speed 5 mph
CALENDAR YEAR       : 2012
EVALUATION MONTH    : 1
AVERAGE SPEED       : 5 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD     : MA Freeway speed 6 mph
CALENDAR YEAR       : 2012
EVALUATION MONTH    : 1
AVERAGE SPEED       : 6 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD     : MA Freeway speed 7 mph
CALENDAR YEAR       : 2012
EVALUATION MONTH    : 1
AVERAGE SPEED       : 7 Freeway 92.0 0.0 0.0 8.0
```

```
SCENARIO RECORD    : MA Freeway speed 8 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 8 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 9 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 9 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 10 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 10 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 11 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 11 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 12 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 12 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 13 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 13 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 14 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 14 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 15 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 15 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 16 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 16 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 17 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 17 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 18 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 18 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 19 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 19 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 20 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
```



```
AVERAGE SPEED      : 20 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 21 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 21 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 22 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 22 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 23 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 23 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 24 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 24 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 25 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 25 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 26 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 26 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 27 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 27 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 28 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 28 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 29 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 29 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 30 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 30 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 31 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 31 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 32 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 32 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 33 mph
```

```
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 33 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 34 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 34 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 35 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 35 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 36 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 36 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 37 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 37 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 38 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 39 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 40 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 40 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 41 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 41 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 42 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 42 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 43 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 43 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 44 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 45 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0
```



```
SCENARIO RECORD    : MA Freeway speed 46 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 47 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 47 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 48 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 48 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 49 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 49 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 50 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 50 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 51 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 51 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 52 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 52 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 53 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 53 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 54 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 54 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 55 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 55 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 56 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 56 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 57 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 57 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 58 mph
CALENDAR YEAR      : 2012
```

```
EVALUATION MONTH   : 1
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 59 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 59 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 60 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 60 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 61 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 62 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 63 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 64 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0

SCENARIO RECORD    : MA Freeway speed 65 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0


****************** Arterial Scenarios ******************

SCENARIO RECORD    : MA Arterial 2.5 mph (= minimum allowed arterial speed)
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 3 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 3 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 4 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 4 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 5 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 5 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 6 mph
CALENDAR YEAR      : 2012
```



```
EVALUATION MONTH   : 1
AVERAGE SPEED      : 6 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 7 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 7 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 8 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 8 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 9 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 9 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 10 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 10 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 11 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 11 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 12 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 12 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 13 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 13 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 14 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 14 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 15 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 15 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 16 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 16 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 17 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 17 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 18 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 18 Arterial 0.0 100.0 0.0 0.0
```

```
SCENARIO RECORD    : MA Arterial speed 19 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 19 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 20 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 20 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 21 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 21 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 22 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 22 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 23 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 24 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 24 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 25 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 25 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 26 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 27 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 28 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 28 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 29 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 30 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 31 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
```



```
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 32 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 33 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 33 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 34 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 34 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 35 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 35 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 36 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 36 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 37 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 37 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 38 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 39 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 40 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 41 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 42 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 43 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 44 mph
```

```
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 45 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 46 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 47 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 48 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 48 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 49 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 49 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 50 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 50 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 51 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 51 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 52 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 52 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 53 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 53 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 54 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 54 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 55 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 55 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 56 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 56 Arterial 0.0 100.0 0.0 0.0
```



```
SCENARIO RECORD    : MA Arterial speed 57 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 57 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 58 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 58 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 59 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 59 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 60 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 60 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 61 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 61 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 62 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 62 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 63 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 63 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 64 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 64 Arterial 0.0 100.0 0.0 0.0

SCENARIO RECORD    : MA Arterial speed 65 mph
CALENDAR YEAR      : 2012
EVALUATION MONTH   : 1
AVERAGE SPEED      : 65 Arterial 0.0 100.0 0.0 0.0


***************     End of This Run     ***************
END OF RUN
```

```
* Calendar Year 2017 Generic MOBILE6 input file for Mesoscale Build/No-Build
Analyses
* Filename MA17_ALL.INP created by Craig Woleader, MADEP 617-348-4046,
craig.woleader@state.ma.us and Marc Bennett, MADEP 617-292-5597,
marc.bennett@state.ma.us
* revised 12/2/05 to include actual diesel rebuild effects
* revised 12/17/08 to include new IM program program for 2017
*
***************     Header Section     ***************
MOBILE6 INPUT FILE
*
PARTICULATES       :
POLLUTANTS         : HC CO NOX CO2
DATABASE OUTPUT    :
WITH FIELDNAMES    :
AGGREGATED OUTPUT  :
EMISSIONS TABLE    : MA17_SUM.tb1 REPLACE
REPORT FILE        : MA17_SUM.txt REPLACE
*
RUN DATA
***************     Run Section #1    ***************
> *** Summer 2017 ***

* Pollutant output format
EXPRESS HC AS VOC  :

* Mass. specific user inputs -- require external data file
REG DIST           : 2005_REG.D
I/M DESC FILE      : 09NEWIM.D

* Set Diesel Rebuild effects to 10% as per EPA
REBUILD EFFECTS    : 0.10

STAGE II REFUELING :
91 3 84. 84.

* Inputs for LEV II
94+ LDG IMP        : MA_LEV2.D
T2 EXH PHASE-IN    : LEV2EXH.D
T2 EVAP PHASE-IN   : LEV2EVAP.D
T2 CERT            : LEV2CERT.D

* Meteorological inputs
MIN/MAX TEMP       : 70.4 93.7

* Fuel inputs
FUEL RVP           : 6.8
FUEL PROGRAM       : 2 N

DIESEL FRACTIONS   :
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   0.003   0.003   0.002   0.002   0.002   0.002
0.001   0.001   0.001   0.000   0.001
0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001
0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.000
0.001   0.001   0.001   0.001   0.001
0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001
0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.001   0.000
0.001   0.001   0.001   0.001   0.001
0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005
0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.006   0.005
0.012   0.012   0.017   0.015   0.014
0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005
0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.005   0.006   0.005
0.012   0.012   0.017   0.015   0.014
0.176   0.176   0.176   0.176   0.176   0.176   0.176   0.176   0.176   0.176
```



```
0.176   0.176   0.176   0.176   0.170   0.207   0.202   0.206   0.243   0.176
0.285   0.267   0.212   0.255   0.295
0.385   0.385   0.385   0.385   0.385   0.385   0.385   0.385   0.385   0.385
0.385   0.385   0.385   0.385   0.407   0.433   0.467   0.464   0.480   0.375
0.472   0.480   0.366   0.400   0.344
0.674   0.674   0.674   0.674   0.674   0.674   0.674   0.674   0.674   0.674
0.674   0.674   0.674   0.674   0.634   0.664   0.719   0.717   0.744   0.715
0.565   0.810   0.803   0.644   0.654
0.830   0.830   0.830   0.830   0.830   0.830   0.830   0.830   0.830   0.830
0.830   0.830   0.830   0.830   0.845   0.860   0.840   0.819   0.813   0.610
0.686   0.570   0.733   0.607   0.729
0.884   0.884   0.884   0.884   0.884   0.884   0.884   0.884   0.884   0.884
0.884   0.884   0.884   0.884   0.840   0.887   0.931   0.917   0.914   0.923
0.901   0.908   0.898   0.903   0.876
0.977   0.977   0.977   0.977   0.977   0.977   0.977   0.977   0.977   0.977
0.977   0.977   0.977   0.977   0.972   0.953   0.993   0.992   0.992   0.990
0.981   0.976   0.975   0.959   0.982
0.972   0.972   0.972   0.972   0.972   0.972   0.972   0.972   0.972   0.972
0.972   0.972   0.972   0.972   0.955   0.984   0.995   0.992   0.991   0.995
0.993   0.993   0.995   0.992   0.986
1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000
1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000
1.000   1.000   1.000   1.000   1.000
0.786   0.786   0.786   0.786   0.786   0.786   0.786   0.786   0.786   0.786
0.786   0.786   0.786   0.786   0.917   0.884   0.925   0.968   0.961   0.972
0.985   0.971   0.941   0.905   0.965


***************     Scenario Section PM 2.5    ***************

****************** Freeway Scenarios ******************


SCENARIO RECORD    : MA Freeway 2.71 mph (= minimum allowed freeway speed)

CALENDAR YEAR      : 2017

EVALUATION MONTH   : 7

AVERAGE SPEED      : 2.71 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 3 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 3 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 4 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 4 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15
```

```
SCENARIO RECORD    : MA Freeway speed 5 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 5 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 6 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 6 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 7 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 8 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 8 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 9 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 9 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 10 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 10 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 11 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 11 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
```



```
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 12 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 12 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 13 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 13 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 14 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 14 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 15 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 15 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 16 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 16 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 17 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 17 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 18 mph
```

```
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 18 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 19 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 19 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 20 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 20 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 21 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 21 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 22 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 22 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 23 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 23 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 24 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 24 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
```



```
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 25 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 25 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 26 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 26 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 27 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 27 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 28 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 28 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 29 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 29 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 30 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 30 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 31 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
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AVERAGE SPEED      : 31 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 32 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 32 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 33 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 33 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 34 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 34 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 35 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 35 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 36 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 36 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 37 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 37 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Freeway speed 38 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 39 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 40 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 40 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 41 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 41 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 42 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 42 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 43 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 43 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 44 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
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PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 45 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 46 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 47 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 47 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 48 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 48 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 49 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 49 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 50 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 50 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 51 mph
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CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 51 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 52 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 52 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 53 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 53 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 54 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 54 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 55 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 55 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 56 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 56 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 57 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 57 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
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DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 58 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 59 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 59 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 60 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 61 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 62 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 63 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 64 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
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AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 65 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15



****************** Arterial Scenarios ******************

SCENARIO RECORD    : MA Arterial 2.5 mph (= minimum allowed arterial speed)
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 3 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 3 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 4 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 4 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 5 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 5 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 6 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 6 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
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PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 7 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 7 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 8 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 8 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 9 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 9 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 10 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 10 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 11 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 11 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 12 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 12 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 13 mph
CALENDAR YEAR      : 2017
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EVALUATION MONTH   : 7
AVERAGE SPEED      : 13 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 14 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 14 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 15 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 15 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 16 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 16 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 17 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 17 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 18 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 18 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 19 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 19 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Arterial speed 20 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 20 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 21 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 21 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 22 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 22 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 23 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 24 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 24 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 25 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 25 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 26 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0
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PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 27 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 28 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 28 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 29 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 30 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 31 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 32 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Arterial speed 33 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 33 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 34 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 34 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 35 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 35 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 36 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 36 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 37 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 37 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 38 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 39 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
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PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 40 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 41 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 42 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 43 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 44 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 45 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 46 mph
CALENDAR YEAR      : 2017
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EVALUATION MONTH   : 7
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 47 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 48 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 48 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 49 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 49 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 50 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 50 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 51 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 51 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 52 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 52 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Arterial speed 53 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 53 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 54 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 54 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 55 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 55 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 56 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 56 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 57 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 57 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 58 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 58 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 59 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 59 Arterial 0.0 100.0 0.0 0.0
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PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 60 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 61 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 61 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 62 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 62 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 63 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 63 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 64 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 64 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 65 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 65 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 2.5
DIESEL SULFUR      : 15
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**************     Scenario Section PM 10    ***************


****************** Freeway Scenarios ******************


SCENARIO RECORD    : MA Freeway 2.71 mph (= minimum allowed freeway speed)

CALENDAR YEAR      : 2017

EVALUATION MONTH   : 7

AVERAGE SPEED      : 2.71 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 3 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 3 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 4 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 4 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 5 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 5 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 6 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 6 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 7 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
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DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 8 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 8 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 9 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 9 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 10 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 10 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 11 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 11 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 12 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 12 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 13 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 13 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 14 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
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AVERAGE SPEED      : 14 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 15 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 15 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 16 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 16 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 17 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 17 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 18 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 18 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 19 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 19 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 20 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 20 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Freeway speed 21 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 21 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 22 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 22 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 23 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 23 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 24 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 24 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 25 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 25 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 26 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 26 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 27 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 27 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
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PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 28 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 28 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 29 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 29 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 30 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 30 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 31 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 31 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 32 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 32 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 33 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 33 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 34 mph
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CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 34 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 35 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 35 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 36 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 36 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 37 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 37 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 38 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 38 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 39 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 39 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 40 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 40 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
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DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 41 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 41 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 42 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 42 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 43 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 43 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 44 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 44 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 45 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 45 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 46 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 46 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 47 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
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AVERAGE SPEED      : 47 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 48 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 48 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 49 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 49 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 50 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 50 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 51 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 51 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 52 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 52 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 53 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 53 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Freeway speed 54 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 54 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 55 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 55 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 56 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 56 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 57 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 57 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 58 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 58 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 59 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 59 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 60 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
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PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 61 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 62 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 63 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 64 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Freeway speed 65 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60.7 Freeway 92.0 0.0 0.0 8.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15



****************** Arterial Scenarios ******************

SCENARIO RECORD    : MA Arterial 2.5 mph (= minimum allowed arterial speed)
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 2.5 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Arterial speed 3 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 3 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 4 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 4 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 5 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 5 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 6 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 6 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 7 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 7 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 8 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 8 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 9 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 9 Arterial 0.0 100.0 0.0 0.0
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PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 10 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 10 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 11 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 11 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 12 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 12 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 13 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 13 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 14 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 14 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 15 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 15 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Arterial speed 16 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 16 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 17 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 17 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 18 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 18 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 19 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 19 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 20 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 20 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 21 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 21 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 22 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 22 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
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PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 23 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 23 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 24 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 24 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 25 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 25 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 26 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 26 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 27 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 27 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 28 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 28 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 29 mph
CALENDAR YEAR      : 2017
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EVALUATION MONTH   : 7
AVERAGE SPEED      : 29 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 30 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 30 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 31 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 31 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 32 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 32 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 33 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 33 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 34 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 34 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 35 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 35 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Arterial speed 36 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 36 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 37 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 37 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 38 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 38 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 39 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 39 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 40 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 40 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 41 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 41 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 42 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 42 Arterial 0.0 100.0 0.0 0.0
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PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 43 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 43 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 44 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 44 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 45 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 45 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 46 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 46 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 47 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 47 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 48 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 48 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15
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SCENARIO RECORD    : MA Arterial speed 49 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 49 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 50 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 50 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 51 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 51 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 52 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 52 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 53 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 53 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 54 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 54 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 55 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 55 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
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PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 56 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 56 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 57 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 57 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 58 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 58 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 59 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 59 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 60 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 60 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 61 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 61 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 62 mph
CALENDAR YEAR      : 2017
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EVALUATION MONTH   : 7
AVERAGE SPEED      : 62 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 63 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 63 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 64 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 64 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15


SCENARIO RECORD    : MA Arterial speed 65 mph
CALENDAR YEAR      : 2017
EVALUATION MONTH   : 7
AVERAGE SPEED      : 65 Arterial 0.0 100.0 0.0 0.0
PARTICULATE EF     : PMGZML.CSV  PMGDR1.CSV  PMGDR2.CSV  PMDZML.CSV
PMDDR1.CSV  PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15

***************     End of This Run     ***************
END OF RUN
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Microscale (CAL3QHC) Input Files

- **2012 Existing**
- **2017 No-Build Condition**
- **2017 Build Condition**

Carbon Monoxide (CO)

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'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2012EX'   38   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   56.815   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   56.815   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   56.815   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   56.815   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   56.815   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   56.815   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   56.815   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   56.815   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   56.815   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   56.815   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   56.815   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   56.815   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   56.815   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   188   56.815   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   56.815   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   56.815   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   56.815   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   56.815   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   56.815   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   56.815   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   56.815   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   10.143
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   10.143
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   10.143
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   10.143
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   10.487   1
  66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   10.143   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   10.487   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   10.143   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   10.143   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   10.143   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   10.143   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   10.143   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   10.143   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   10.143   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   10.294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   10.143   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   10.294   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2012EX'   38   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   56.815   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   56.815   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   56.815   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   56.815   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   56.815   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   56.815   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   56.815   1600   1   3
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 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   56.815   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   56.815   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   56.815   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   56.815   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   56.815   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   56.815   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   188   56.815   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   56.815   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   56.815   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   56.815   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   56.815   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   56.815   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   56.815   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   56.815   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   10.143
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   10.143
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   10.143
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   10.143
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   10.487   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   10.143   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   10.487   1
  66
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 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   10.143   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   10.143   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   10.143   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   10.143   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   10.143   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   10.143   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   10.143   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   10.294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   10.143   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   10.294   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2012EX'   46   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   56.815   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   56.815   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   56.815   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   56.815   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   56.815   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   56.815   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   56.815   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   56.815   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   56.815   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   56.815   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   56.815   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   56.815   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   56.815   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   188   56.815   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   56.815   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   56.815   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   56.815   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   56.815   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   56.815   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   56.815   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   56.815   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   990   56.815   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   26   56.815   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1153   56.815   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   161   56.815   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   10.143
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   10.143
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   10.143
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   10.143
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   10.487   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   10.143   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   10.487   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   10.143   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   10.143   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   10.143   1
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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   10.143   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   10.143   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   10.143   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   10.143   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   10.294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   10.143   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   10.294   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2222   10.143   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   227   10.294   1
42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2113   10.143   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   98   10.294   1   42
1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2012EX'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   0.08775   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   0.08775   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   0.08775   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   0.08775   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   0.08775   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   0.08775   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   0.08775   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   0.08775   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   0.08775   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   0.08775   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   0.08775   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   0.08775   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   0.08775   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   188   0.08775   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   0.08775   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   0.08775   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   0.08775   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   0.08775   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   0.08775   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   0.08775   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   0.08775   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   0.0351
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   0.0351
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   0.0351
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   0.0351
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   0.0351   1
  66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   0.0351   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   0.0351   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   0.0351   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   0.0351   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   0.0351   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   0.0351   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   0.0351   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   0.0351   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   0.0351   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   0.0351   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   0.0351   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   0.0351   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2012EX'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   0.08775   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   0.08775   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   0.08775   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   0.08775   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   0.08775   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   0.08775   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   0.08775   1600   1   3
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 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   0.08775   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   0.08775   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   0.08775   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   0.08775   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   0.08775   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   0.08775   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   188   0.08775   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   0.08775   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   0.08775   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   0.08775   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   0.08775   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   0.08775   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   0.08775   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   0.08775   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   0.0351
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   0.0351
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   0.0351
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   0.0351
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   0.0351   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   0.0351   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   0.0351   1
  66
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 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   0.0351   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   0.0351   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   0.0351   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   0.0351   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   0.0351   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   0.0351   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   0.0351   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   0.0351   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   0.0351   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   0.0351   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2012EX'   46   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   0.08775   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   0.08775   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   0.08775   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   0.08775   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   0.08775   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   0.08775   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   0.08775   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   0.08775   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   0.08775   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   0.08775   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   0.08775   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   0.08775   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   0.08775   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   188   0.08775   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   0.08775   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   0.08775   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   0.08775   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   0.08775   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   0.08775   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   0.08775   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   0.08775   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   990   0.08775   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   26   0.08775   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1153   0.08775   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   161   0.08775   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   0.0351
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   0.0351
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   0.0351
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   0.0351
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   0.0351   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   0.0351   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   0.0351   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   0.0351   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   0.0351   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   0.0351   1
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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   0.0351   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   0.0351   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   0.0351   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   0.0351   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   0.0351   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   0.0351   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   0.0351   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2222   0.0351   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   227   0.0351   1
42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2113   0.0351   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   98   0.0351   1   42
1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2012EX'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   0.04925   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   0.04925   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   0.04925   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   0.04925   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   0.04925   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   0.04925   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   0.04925   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   0.04925   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   0.04925   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   0.04925   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   0.04925   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   0.04925   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   0.04925   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   188   0.04925   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   0.04925   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   0.04925   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   0.04925   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   0.04925   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   0.04925   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   0.04925   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   0.04925   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   0.0197
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   0.0197
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   0.0197
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   0.0197
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   0.0197   1
  66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   0.0197   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   0.0197   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   0.0197   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   0.0197   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   0.0197   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   0.0197   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   0.0197   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   0.0197   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   0.0197   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   0.0197   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   0.0197   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   0.0197   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2012EX'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   0.04925   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   0.04925   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   0.04925   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   0.04925   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   0.04925   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   0.04925   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   0.04925   1600   1   3
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 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   0.04925   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   0.04925   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   0.04925   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   0.04925   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   0.04925   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   0.04925   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   188   0.04925   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   0.04925   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   0.04925   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   0.04925   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   0.04925   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   0.04925   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   0.04925   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   0.04925   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   0.0197
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   0.0197
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   0.0197
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   0.0197
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   0.0197   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   0.0197   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   0.0197   1
  66
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 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   0.0197   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   0.0197   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   0.0197   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   0.0197   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   0.0197   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   0.0197   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   0.0197   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   0.0197   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   0.0197   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   0.0197   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2012EX'   46   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   849   0.04925   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   781   0.04925   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   542   0.04925   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   578   0.04925   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   121   0.04925   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   571   0.04925   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   969   0.04925   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   769   0.04925   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   96   0.04925   1600   1   3
 2
'Park/Brook NEB TT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   317   0.04925   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   908   0.04925   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   45   0.04925   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   419   0.04925   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   188   0.04925   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   454   0.04925   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   71   0.04925   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   110   0.04925   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   941   0.04925   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   78   0.04925   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1096   0.04925   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   239   0.04925   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   990   0.04925   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   26   0.04925   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1153   0.04925   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   161   0.04925   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   512   0.0197
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   1751   0.0197
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1241   0.0197
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2074   0.0197
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1065   0.0197   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2074   0.0197   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1351   0.0197   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   974   0.0197   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   1773   0.0197   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   332   0.0197   1
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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   952   0.0197   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   349   0.0197   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   941   0.0197   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2111   0.0197   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   193   0.0197   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2084   0.0197   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   320   0.0197   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2222   0.0197   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   227   0.0197   1
42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2113   0.0197   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   98   0.0197   1   42
1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2017NB'   38   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   48.73   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   48.73   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   48.73   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   48.73   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   48.73   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   48.73   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   48.73   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   48.73   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   48.73   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   48.73   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   48.73   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   48.73   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   48.73   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   195   48.73   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   48.73   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   48.73   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   48.73   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   48.73   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   48.73   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   48.73   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   48.73   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   8.925   1
  54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   8.925
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   8.925
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   8.925
1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   9.175   1
 66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   8.925   1
90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   9.175   1
 66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   8.925   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   8.925   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   8.925   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   8.925   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   8.925   1
42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   8.925   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   8.925   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   9.046   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   8.925   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   9.046   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2017NB'   38   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   48.73   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   48.73   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   48.73   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   48.73   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   48.73   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   48.73   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   48.73   1600   1   3
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 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   48.73   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   48.73   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   48.73   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   48.73   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   48.73   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   48.73   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   195   48.73   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   48.73   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   48.73   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   48.73   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   48.73   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   48.73   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   48.73   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   48.73   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   8.925   1
  54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   8.925
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   8.925
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   8.925
1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   9.175   1
 66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   8.925   1
90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   9.175   1
 66
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 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   8.925   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   8.925   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   8.925   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   8.925   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   8.925   1
42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   8.925   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   8.925   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   9.046   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   8.925   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   9.046   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2017NB'   46   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   48.73   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   48.73   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   48.73   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   48.73   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   48.73   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   48.73   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   48.73   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   48.73   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   48.73   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   48.73   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   48.73   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   48.73   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   48.73   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   195   48.73   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   48.73   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   48.73   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   48.73   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   48.73   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   48.73   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   48.73   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   48.73   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   1125   48.73   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   27   48.73   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1381   48.73   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   193   48.73   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   8.925   1
  54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   8.925
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   8.925
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   8.925
1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   9.175   1
 66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   8.925   1
90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   9.175   1
 66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   8.925   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   8.925   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   8.925   1
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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   8.925   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   8.925   1
42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   8.925   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   8.925   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   9.046   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   8.925   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   9.046   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2574   8.925   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   272   9.046   1   42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2487   8.925   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   119   9.046   1   42
1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2017NB'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   0.0735   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   0.0735   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   0.0735   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   0.0735   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0735   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   0.0735   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   0.0735   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0735   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0735   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   0.0735   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0735   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0735   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   0.0735   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   195   0.0735   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   0.0735   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0735   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0735   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   0.0735   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0735   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0735   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   0.0735   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   0.0294
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   0.0294
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   0.0294
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0294
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0294   1
  66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   0.0294   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   0.0294   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   0.0294   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   0.0294   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0294   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   0.0294
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0294   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   0.0294
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   0.0294   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   0.0294   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   0.0294   1
54

1   0   4   1000   0   'Y'   10   0   36
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```
'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2017NB'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   0.0735   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   0.0735   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   0.0735   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   0.0735   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0735   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   0.0735   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   0.0735   1600   1   3
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 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0735   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0735   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   0.0735   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0735   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0735   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   0.0735   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   195   0.0735   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   0.0735   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0735   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0735   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   0.0735   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0735   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0735   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   0.0735   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   0.0294
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   0.0294
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   0.0294
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0294
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0294   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   0.0294   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   0.0294   1
  66
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 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   0.0294   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   0.0294   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0294   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   0.0294
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0294   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   0.0294
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   0.0294   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   0.0294   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   0.0294   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2017NB'   46   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   0.0735   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   0.0735   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   0.0735   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   0.0735   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0735   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   0.0735   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   0.0735   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0735   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0735   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   0.0735   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0735   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0735   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   0.0735   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   195   0.0735   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   0.0735   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0735   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0735   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   0.0735   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0735   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0735   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   0.0735   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   1125   0.0735   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   27   0.0735   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1381   0.0735   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   193   0.0735   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   0.0294
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   0.0294
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   0.0294
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0294
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0294   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   0.0294   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   0.0294   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   0.0294   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   0.0294   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0294   1
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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   0.0294
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0294   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   0.0294
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   0.0294   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   0.0294   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   0.0294   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2574   0.0294   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   272   0.0294   1
42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2487   0.0294   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   119   0.0294   1
42
1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2017NB'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   0.0365   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   0.0365   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   0.0365   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   0.0365   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0365   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   0.0365   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   0.0365   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0365   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0365   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   0.0365   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0365   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0365   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   0.0365   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   195   0.0365   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   0.0365   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0365   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0365   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   0.0365   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0365   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0365   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   0.0365   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   0.0146
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   0.0146
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   0.0146
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0146
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0146   1
  66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   0.0146   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   0.0146   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   0.0146   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   0.0146   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0146   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   0.0146
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0146   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   0.0146
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   0.0146   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0146   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   0.0146   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   0.0146   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2017NB'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   0.0365   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   0.0365   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   0.0365   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   0.0365   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0365   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   0.0365   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   0.0365   1600   1   3
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 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0365   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0365   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   0.0365   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0365   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0365   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   0.0365   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   195   0.0365   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   0.0365   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0365   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0365   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   0.0365   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0365   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0365   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   0.0365   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   0.0146
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   0.0146
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   0.0146
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0146
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0146   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   0.0146   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   0.0146   1
  66
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 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   0.0146   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   0.0146   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0146   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   0.0146
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0146   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   0.0146
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   0.0146   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0146   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   0.0146   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   0.0146   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2017NB'   46   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1020   0.0365   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   985   0.0365   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   680   0.0365   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   640   0.0365   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0365   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   790   0.0365   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1140   0.0365   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0365   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0365   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   480   0.0365   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0365   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0365   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   540   0.0365   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   195   0.0365   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   585   0.0365   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0365   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0365   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1090   0.0365   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0365   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0365   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   205   0.0365   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   1125   0.0365   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   27   0.0365   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1381   0.0365   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   193   0.0365   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   700   0.0146
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2130   0.0146
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1445   0.0146
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0146
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0146   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2625   0.0146   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1495   0.0146   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1340   0.0146   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2390   0.0146   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0146   1
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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1405   0.0146
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0146   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1175   0.0146
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2465   0.0146   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0146   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2490   0.0146   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   295   0.0146   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2574   0.0146   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   272   0.0146   1
42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2487   0.0146   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   119   0.0146   1
42
1   0   4   1000   0   'Y'   10   0   36
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```
'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2017BD'   38   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   48.73   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   48.73   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   48.73   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   48.73   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   48.73   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   48.73   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   48.73   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   48.73   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   48.73   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   48.73   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   48.73   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   48.73   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   48.73   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   202   48.73   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   48.73   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   48.73   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   48.73   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   48.73   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   48.73   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   48.73   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   48.73   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   8.925   1
  54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   8.925
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   8.925
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   8.925
1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   9.175   1
 66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   8.925   1
90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   9.175   1
 66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   8.925   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   8.925   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   8.925   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   8.925   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   8.925   1
42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   8.925   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   8.925   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   9.046   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   8.925   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   9.046   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2017BD'   38   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   48.73   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   48.73   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   48.73   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   48.73   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   48.73   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   48.73   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   48.73   1600   1   3
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 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   48.73   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   48.73   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   48.73   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   48.73   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   48.73   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   48.73   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   202   48.73   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   48.73   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   48.73   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   48.73   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   48.73   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   48.73   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   48.73   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   48.73   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   8.925   1
  54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   8.925
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   8.925
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   8.925
1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   9.175   1
 66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   8.925   1
90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   9.175   1
 66
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 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   8.925   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   8.925   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   8.925   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   8.925   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   8.925   1
42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   8.925   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   8.925   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   9.046   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   8.925   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   9.046   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2017BD'   46   1   0   'C'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   48.73   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   48.73   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   48.73   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   48.73   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   48.73   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   48.73   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   48.73   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   48.73   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   48.73   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   48.73   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   48.73   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   48.73   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   48.73   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   202   48.73   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   48.73   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   48.73   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   48.73   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   48.73   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   48.73   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   48.73   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   48.73   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   1134   48.73   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   27   48.73   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1387   48.73   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   193   48.73   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   8.925   1
  54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   8.925
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   8.925
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   8.925
1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   9.175   1
 66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   8.925   1
90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   9.175   1
 66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   8.925   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   8.925   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   8.925   1
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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   8.925   1
  54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   8.925   1
42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   8.925   1
  54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   8.925   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   9.046   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   8.925   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   9.046   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2589   8.925   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   272   9.046   1   42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2502   8.925   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   119   9.046   1   42
1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2017BD'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   0.0735   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   0.0735   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   0.0735   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   0.0735   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0735   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   0.0735   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   0.0735   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0735   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0735   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   0.0735   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0735   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0735   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   0.0735   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   202   0.0735   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   0.0735   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0735   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0735   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   0.0735   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0735   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0735   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   0.0735   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   0.0294
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   0.0294
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   0.0294
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0294
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0294   1
  66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   0.0294   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   0.0294   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   0.0294   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   0.0294   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0294   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   0.0294
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0294   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   0.0294
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   0.0294   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   0.0294   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   0.0294   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2017BD'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   0.0735   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   0.0735   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   0.0735   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   0.0735   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0735   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   0.0735   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   0.0735   1600   1   3
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 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0735   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0735   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   0.0735   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0735   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0735   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   0.0735   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   202   0.0735   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   0.0735   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0735   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0735   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   0.0735   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0735   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0735   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   0.0735   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   0.0294
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   0.0294
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   0.0294
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0294
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0294   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   0.0294   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   0.0294   1
  66
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 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   0.0294   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   0.0294   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0294   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   0.0294
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0294   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   0.0294
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   0.0294   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   0.0294   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   0.0294   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2017BD'   46   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   0.0735   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   0.0735   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   0.0735   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   0.0735   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0735   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   0.0735   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   0.0735   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0735   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0735   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   0.0735   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0735   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0735   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   0.0735   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   202   0.0735   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   0.0735   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0735   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0735   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   0.0735   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0735   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0735   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   0.0735   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   1134   0.0735   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   27   0.0735   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1387   0.0735   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   193   0.0735   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   0.0294
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   0.0294
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   0.0294
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0294
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0294   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   0.0294   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   0.0294   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   0.0294   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   0.0294   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0294   1
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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   0.0294
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0294   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   0.0294
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   0.0294   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0294   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   0.0294   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   0.0294   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2589   0.0294   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   272   0.0294   1
42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2502   0.0294   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   119   0.0294   1
42
1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   45   0.3048   1   0
'Fen/Brook NE1'   2387.99   3449.33   6
'Fen/Brook NE2'   2440.89   3396.17   6
'Fen/Brook NE3'   2493.79   3343   6
'Fen/Brook NE4'   2543.54   3399.11   6
'Fen/Brook NE5'   2593.3   3455.23   6
'Fen/Brook SE1'   2660.73   3365.48   6
'Fen/Brook SE2'   2613.28   3307.23   6
'Fen/Brook SE3'   2561.22   3253.24   6
'Fen/Brook SE4'   2605.2   3192.49   6
'Fen/Brook SE5'   2649.18   3131.74   6
'Fen/Brook SW1'   2586.91   3091.57   6
'Fen/Brook SW2'   2542.93   3152.32   6
'Fen/Brook SW3'   2498.95   3213.07   6
'Fen/Brook SW4'   2455.2   3152.14   6
'Fen/Brook SW5'   2411.46   3091.22   6
'Fen/Brook NW1'   2351.14   3154.66   6
'Fen/Brook NW2'   2394.88   3215.58   6
'Fen/Brook NW3'   2438.63   3276.51   6
'Fen/Brook NW4'   2385.73   3329.67   6
'Fen/Brook NW5'   2332.83   3382.84   6
'Park/Brook NE1'   2565.8   3655.24   6
'Park/Brook NE2'   2619.57   3602.96   6
'Park/Brook NE3'   2673.35   3550.68   6
'Park/Brook NE4'   2717.83   3611.06   6
'Park/Brook NE5'   2762.31   3671.45   6
'Park/Brook SE1'   2897.89   3502.41   6
'Park/Brook SE2'   2826.43   3479.66   6
'Park/Brook SE3'   2754.96   3456.91   6
'Park/Brook SE4'   2798.86   3396.1   6
'Park/Brook SE5'   2842.77   3335.29   6
'Park/Brook SW1'   2775.17   3282   6
'Park/Brook SW2'   2731.27   3342.81   6
'Park/Brook SW3'   2687.37   3403.61   6
'Park/Brook SW4'   2641.76   3344.08   6
'Park/Brook SW5'   2595.96   3284.68   6
'Park/Brook NW1'   2522.49   3369.6   6
'Park/Brook NW2'   2568.19   3429.07   6
'Park/Brook NW3'   2613.9   3488.53   6
'Park/Brook NW4'   2560.12   3540.81   6
'Park/Brook NW5'   2506.35   3593.1   6
'Park/Brook E1'   2885.58   3693.79   6
'Park/Brook E2'   2841.1   3633.4   6
'Park/Brook E3'   2796.61   3573.01   6
'Park/Brook E4'   2868.08   3595.77   6
'Park/Brook E5'   2939.55   3618.52   6
'2017BD'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   0.0365   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   0.0365   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   0.0365   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   0.0365   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0365   1600   1   3
 2
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'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   0.0365   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   0.0365   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0365   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0365   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   0.0365   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0365   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0365   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   0.0365   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   202   0.0365   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   0.0365   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0365   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0365   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   0.0365   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0365   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0365   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   0.0365   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   0.0146
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   0.0146
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   0.0146
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0146
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0146   1
  66
 1
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'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   0.0146   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   0.0146   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   0.0146   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   0.0146   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0146   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   0.0146
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0146   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   0.0146
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   0.0146   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0146   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   0.0146   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   0.0146   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   40   0.3048   1   0
'Full/Brook NE1'   2987.45   4199.59   6
'Full/Brook NE2'   3050.53   4159.02   6
'Full/Brook NE3'   3113.61   4118.45   6
'Full/Brook NE4'   3161.23   4176.39   6
'Full/Brook NE5'   3208.85   4234.33   6
'Full/Brook SE1'   3266.82   4188.32   6
'Full/Brook SE2'   3219.2   4130.38   6
'Full/Brook SE3'   3171.58   4072.44   6
'Full/Brook SE4'   3229.86   4025.23   6
'Full/Brook SE5'   3288.14   3978.03   6
'Full/Brook SW1'   3256.08   3924.22   6
'Full/Brook SW2'   3197.79   3971.42   6
'Full/Brook SW3'   3139.51   4018.62   6
'Full/Brook SW4'   3096.95   3956.87   6
'Full/Brook SW5'   3043.57   3903.32   6
'Full/Brook NW1'   2996.64   3941.71   6
'Full/Brook NW2'   3039.2   4003.47   6
'Full/Brook NW3'   3081.75   4065.22   6
'Full/Brook NW4'   3018.67   4105.79   6
'Full/Brook NW5'   2955.59   4146.36   6
'Kil/Boyl NE1'   3353.15   3935.17   6
'Kil/Boyl NE2'   3378.72   3864.67   6
'Kil/Boyl NE3'   3404.29   3794.16   6
'Kil/Boyl NE4'   3474.8   3819.73   6
'Kil/Boyl NE5'   3545.3   3845.3   6
'Kil/Boyl SE1'   3583.27   3742.06   6
'Kil/Boyl SE2'   3512.76   3716.49   6
'Kil/Boyl SE3'   3442.26   3690.92   6
'Kil/Boyl SE4'   3468.46   3620.64   6
'Kil/Boyl SE5'   3494.66   3550.37   6
'Kil/Boyl SW1'   3425.09   3525.14   6
'Kil/Boyl SW2'   3398.89   3595.41   6
'Kil/Boyl SW3'   3372.69   3665.69   6
'Kil/Boyl SW4'   3302.18   3640.11   6
'Kil/Boyl SW5'   3231.68   3614.54   6
'Kil/Boyl NW1'   3192.77   3717.44   6
'Kil/Boyl NW2'   3264.22   3743.36   6
'Kil/Boyl NW3'   3334.72   3768.93   6
'Kil/Boyl NW4'   3309.15   3839.43   6
'Kil/Boyl NW5'   3283.58   3909.94   6
'2017BD'   38   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   0.0365   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   0.0365   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   0.0365   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   0.0365   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0365   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   0.0365   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   0.0365   1600   1   3
```

```
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0365   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0365   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   0.0365   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0365   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0365   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   0.0365   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
90   32   3   202   0.0365   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   0.0365   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0365   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0365   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   0.0365   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0365   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0365   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   0.0365   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   0.0146
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   0.0146
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   0.0146
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0146
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0146   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   0.0146   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   0.0146   1
  66
```

```
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   0.0146   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   0.0146   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0146   1
42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   0.0146
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0146   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   0.0146
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   0.0146   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0146   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   0.0146   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   0.0146   1
54

1   0   4   1000   0   'Y'   10   0   36
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'The Point'   60   175   0   0   20   0.3048   1   0
'Boyl/Jersey NE1'   3941.9   4156.16   6
'Boyl/Jersey NE2'   3967.29   4085.59   0
'Boyl/Jersey NE3'   3992.68   4015.01   6
'Boyl/Jersey NE4'   4063.19   4040.57   6
'Boyl/Jersey NE5'   4133.7   4066.12   6
'Boyl/Jersey SE1'   4173.99   3963.71   6
'Boyl/Jersey SE2'   4103.47   3938.16   6
'Boyl/Jersey SE3'   4032.96   3912.61   6
'Boyl/Jersey SE4'   4062.4   3843.63   6
'Boyl/Jersey SE5'   4091.83   3774.65   6
'Boyl/Jersey SW1'   4033.36   3753.69   6
'Boyl/Jersey SW2'   4003.93   3822.67   6
'Boyl/Jersey SW3'   3974.49   3891.65   6
'Boyl/Jersey SW4'   3903.79   3866.65   6
'Boyl/Jersey SW5'   3833.08   3841.64   6
'Boyl/Jersey NW1'   3792.89   3944.11   6
'Boyl/Jersey NW2'   3863.6   3969.11   6
'Boyl/Jersey NW3'   3934.31   3994.12   6
'Boyl/Jersey NW4'   3908.92   4064.69   6
'Boyl/Jersey NW5'   3883.53   4135.26   6
'2017BD'   46   1   0   'P'
 2
'Fen/Brook SB LTT'   'AG'   2518.96   3313.71   2559.17   3365.25   1   20   2
90   66   3   1027   0.0365   1600   1   3
 2
'Fen/Brook NB TTR'   'AG'   2473.8   3217.78   2428.72   3158.13   1   20   2
90   66   3   993   0.0365   1600   1   3
 2
'Fen/Brook EB L'   'AG'   2487.62   3319   2439.29   3364.86   1   10   1
90   47   3   682   0.0365   1600   1   3
 2
'Fen/Brook EB LTT'   'AG'   2476.25   3307.23   2427.92   3351.87   1   20   2
90   47   3   648   0.0365   1600   1   3
 2
'Fen/Brook R'   'AG'   2463.25   3293.43   2416.55   3338.48   1   10   1
90   47   3   125   0.0365   1600   1   3
 2
'Park/Brook SB TTR'   'AG'   2720.61   3567.58   2794.41   3662.09   1   30   3
90   56   3   797   0.0365   1600   1   3
 2
'Park/Brook WB LLR'   'AG'   2765.31   3515.65   2926.42   3571.73   1   20   2
90   61   3   1148   0.0365   1600   1   3
 2
'Park/Brook NWB LTTT'   'AG'   2732.05   3402.44   2796.49   3313.13   1   30   3
90   63   3   655   0.0365   1600   1   3
 2
'Park/Brook NWB R'   'AG'   2745.14   3420.09   2812.78   3334.08   1   10   1
90   63   3   125   0.0365   1600   1   3
 2
'Park/Brook NEB LTT'   'AG'   2649.32   3433.41   2560.16   3322.3   1   20   2
90   61   3   490   0.0365   1600   1   3
 2
'Park/Brook NEB RR'   'AG'   2664.69   3417.02   2575.02   3304.38   1   20   2
90   61   3   1125   0.0365   1600   1   3
 2
'Full/Brook SB L'   'AG'   3166.24   4125.23   3198.19   4165.13   1   10   1
90   68   3   50   0.0365   1600   1   3
 2
'Full/Brook SB TR'   'AG'   3155.05   4133.78   3184.96   4173.72   1   10   1
90   58   3   546   0.0365   1600   1   3
 2
'Full/Brook WB LTR'   'AG'   3151.53   4053.34   3180.18   4030.49   1   20   2
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90   32   3   202   0.0365   1600   1   3
 2
'Full/Brook NB LTR'   'AG'   3116.84   4037.52   3091.71   3996.33   1   10   1
90   68   3   589   0.0365   1600   1   3
 2
'Full/Brook EB L'   'AG'   3096.99   4095.53   3062.05   4120.4   1   10   1
90   22   3   115   0.0365   1600   1   3
 2
'Full/Brook EB TR'   'AG'   3090.7   4083.98   3054.01   4108.34   1   10   1
90   32   3   350   0.0365   1600   1   3
 2
'Kil/Boyl WB LTTR'   'AG'   3415.24   3753.91   3504.06   3783.76   1   20   2
90   24   3   1099   0.0365   1600   1   3
 2
'Kil/Boyl NB LTR'   'AG'   3407.97   3689.36   3443.5   3590.92   1   10   1
90   66   3   80   0.0365   1600   1   3
 2
'Kil/Boyl EB LTTR'   'AG'   3362.75   3705.5   3212.56   3650.63   1   20   2
90   24   3   1350   0.0365   1600   1   3
 2
'Kil/Boyl SB LTR '   'AG'   3369.91   3781.73   3334.88   3864.07   1   20   2
90   66   3   219   0.0365   1600   1   3
 2
'Boyl/Jersey WB'   'AG'   4012.7   3973.45   4139.59   4017.42   1   20   2
87   65   3   1134   0.0365   1600   1   3
 2
'Boyl/Jersey EB L'   'AG'   3952.56   3939   3844   3903.83   1   10   1
87   30   3   27   0.0365   1600   1   3
 2
'Boyl/Jersey EB TTR'   'AG'   3957.69   3922.88   3853.54   3879.64   1   10   1
87   30   3   1387   0.0365   1600   1   3
 2
'Boyl/Jersey NB LTR'   'AG'   4009.28   3914.67   4036.9   3830.54   1   10   1
87   47   3   193   0.0365   1600   1   3
 1
'Fenway/Brook East'   'AG'   2492.73   3284.75   2635.62   3087.38   708   0.0146
1   54
 1
'Fenway/Brook South'   'AG'   2481.8   3262.91   2347.32   3075.62   2145   0.0146
1   66
 1
'Fenway/Brook West'   'AG'   2496.93   3278.87   2354.04   3422.49   1455   0.0146
1   66
 1
'Fenway/Brook North'   'AG'   2497.77   3264.59   2608.73   3389.73   2625   0.0146
 1   90
 1
'Park/Brook East'   'AG'   2668.42   3503.31   2838.21   3268.15   1905   0.0146   1
  66
 1
'Park/Brook South'   'AG'   2670.1   3471.4   2544.86   3308.46   2642   0.0146   1
 90
 1
'Park/Brook West'   'AG'   2677.66   3486.51   2522.17   3637.69   1503   0.0146   1
  66
 1
'Park/Brook North'   'AG'   2678   3484.49   2828.71   3689.09   1367   0.0146   1
66
 1
'Park/Brook NE'   'AG'   2680.08   3484.49   3009.57   3589.39   2398   0.0146   1
78
 1
'Full/Brook East'   'AG'   3121.6   4073.02   3190.61   4017.13   410   0.0146   1
```

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42
 1
'Full/Brook South'   'AG'   3132.06   4073.02   3066.19   3977.43   1422   0.0146
1   54
 1
'Full/Brook West'   'AG'   3123.69   4075.11   3025.41   4138.32   680   0.0146   1
 42
 1
'Full/Brook North'   'AG'   3126.31   4075.63   3215.18   4183.76   1185   0.0146
1   54
 1
'Kil/Boyl East'   'AG'   3388.26   3729.84   3597.8   3805.84   2480   0.0146   1
90
 1
'Kil/Boyl South'   'AG'   3388.26   3729.84   3483.14   3475.34   200   0.0146   1
54
 1
'Kil/Boyl West'   'AG'   3388.26   3729.84   3170.01   3650.68   2498   0.0146   1
90
 1
'Kil/Boyl North'   'AG'   3388.26   3729.84   3324.87   3904.62   318   0.0146   1
54
 1
'Boyl/Jersey E'   'AG'   3982.15   3952.7   4252.93   4050.82   2589   0.0146   1
90
 1
'Boyl/Jersey S'   'AG'   3982.15   3952.7   4053.04   3786.57   272   0.0146   1
42
 1
'Boyl/Jersey W'   'AG'   3982.15   3952.7   3736.19   3865.72   2502   0.0146   1
90
 1
'Boyl/Jersey N'   'AG'   3982.15   3952.7   3922.48   4118.56   119   0.0146   1
42
1   0   4   1000   0   'Y'   10   0   36
```

Microscale (CAL3QHC) Output Files

- **2012 Existing**
- **2017 No-Build Condition**
- **2017 Build Condition**

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:17

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	224.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	224.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	80.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	159.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	80.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	284.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	207.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	320.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	107.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	207.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	207.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	115.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	98.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	108.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	115.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	37.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	54.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	81.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 112. 100.0 1.0 10.0 0.23 1.4
     20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 81. 100.0 1.0 20.0 0.51 3.7
     21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 224. 100.0 1.0 20.0 0.35 2.2
     22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 10.1 1.0 54.0
     23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 10.1 1.0 66.0
     24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 10.1 1.0 66.0
     25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 10.1 1.0 90.0
     26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 10.5 1.0 66.0
     27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 10.1 1.0 90.0
     28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 10.5 1.0 66.0
     29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 10.1 1.0 66.0
     30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 10.1 1.0 78.0
     31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 10.1 1.0 42.0
     32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 10.1 1.0 54.0
     33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 10.1 1.0 42.0
     34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 10.1 1.0 54.0
     35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 10.1 1.0 90.0
     36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 10.3 1.0 54.0
     37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 10.1 1.0 90.0
     38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 10.3 1.0 54.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:17

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	*	90	66	3.0	849	1600	56.81	1	3
2. Fen/Brook NB TTR	*	90	66	3.0	781	1600	56.81	1	3
3. Fen/Brook EB L	*	90	47	3.0	542	1600			

56.81	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	578	1600	
56.81	1	3					
5. Fen/Brook R	*	90	47	3.0	121	1600	
56.81	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	571	1600	
56.81	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	969	1600	
56.81	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	769	1600	
56.81	1	3					
9. Park/Brook NWB R	*	90	63	3.0	96	1600	
56.81	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
56.81	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
56.81	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
56.81	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
56.81	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
56.81	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
56.81	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
56.81	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
56.81	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
56.81	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
56.81	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
56.81	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
56.81	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*

21. Park/Brook NE1	*	2565.8	3655.2	6.0 *
22. Park/Brook NE2	*	2619.6	3603.0	6.0 *
23. Park/Brook NE3	*	2673.4	3550.7	6.0 *
24. Park/Brook NE4	*	2717.8	3611.1	6.0 *

♀

DATE : 2/13/12
TIME : 10:32:17

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Park/Brook NE5	2762.3	3671.5	6.0
26. Park/Brook SE1	2897.9	3502.4	6.0
27. Park/Brook SE2	2826.4	3479.7	6.0
28. Park/Brook SE3	2755.0	3456.9	6.0
29. Park/Brook SE4	2798.9	3396.1	6.0
30. Park/Brook SE5	2842.8	3335.3	6.0
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (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	0.1	0.3	1.6	2.0	2.1	1.7	0.9	1.3	1.3	1.7	2.2	2.2	0.1	0.2	0.8	0.4	0.1

10.	*	0.0	0.0	0.1	0.1	0.3	1.6	2.2	2.2	1.8	1.0	1.0	1.4
1.9	2.5	2.7	0.1	0.3	0.9	0.4	0.1						
20.	*	0.0	0.1	0.2	0.3	0.4	1.6	2.2	2.5	1.7	0.8	1.1	1.5
2.6	2.8	3.2	0.3	0.6	1.0	0.4	0.1						
30.	*	0.0	0.1	0.5	0.6	0.9	1.4	1.9	2.4	1.7	0.6	0.8	1.2
3.3	3.2	3.2	0.8	0.9	1.2	0.5	0.2						
40.	*	0.2	0.3	1.2	1.2	1.3	1.3	1.3	1.9	1.3	0.4	0.6	1.1
3.3	3.1	2.7	1.3	1.7	1.9	0.8	0.5						
50.	*	0.2	0.6	2.0	2.0	2.0	1.0	0.9	1.2	0.9	0.2	0.3	0.8
2.8	2.4	2.4	1.8	1.6	2.3	1.3	0.6						
60.	*	0.5	0.9	2.4	2.3	2.2	1.1	0.9	0.6	0.6	0.0	0.1	0.7
2.1	1.6	1.1	1.8	1.9	2.3	1.7	1.0						
70.	*	0.7	1.3	2.4	2.0	2.3	0.9	0.6	0.5	0.2	0.0	0.1	0.3
1.5	0.9	0.5	1.4	1.7	2.0	1.7	1.1						
80.	*	0.8	1.2	2.2	2.1	2.1	0.8	0.5	0.3	0.1	0.0	0.1	0.3
1.0	0.8	0.4	1.2	1.2	1.7	1.9	1.4						
90.	*	0.7	1.3	2.0	1.9	1.6	0.8	0.4	0.1	0.1	0.0	0.1	0.4
0.9	0.7	0.3	1.2	1.2	1.3	2.0	1.3						
100.	*	0.8	1.1	1.8	2.0	1.6	0.7	0.3	0.1	0.0	0.0	0.1	0.4
0.9	0.6	0.3	1.2	1.2	1.1	1.4	1.1						
110.	*	0.8	1.1	1.5	2.0	1.7	0.6	0.1	0.1	0.0	0.0	0.1	0.4
0.8	0.5	0.2	1.0	1.1	1.0	1.2	1.1						
120.	*	0.6	1.0	1.5	1.9	1.8	0.4	0.1	0.1	0.0	0.0	0.0	0.3
0.8	0.5	0.2	1.1	1.1	1.0	1.1	0.7						
130.	*	0.7	1.0	1.3	1.8	1.8	0.3	0.1	0.1	0.0	0.0	0.0	0.3
0.8	0.4	0.2	1.2	1.1	0.8	0.9	0.8						
140.	*	1.0	1.3	1.3	1.8	1.8	0.2	0.1	0.2	0.0	0.0	0.0	0.3
0.7	0.5	0.2	1.0	1.0	0.9	0.8	0.4						
150.	*	1.1	1.1	1.1	1.9	1.7	0.2	0.2	0.2	0.2	0.0	0.0	0.2
0.6	0.5	0.2	1.1	1.1	1.0	0.6	0.4						
160.	*	1.1	1.4	1.1	1.9	1.8	0.2	0.2	0.3	0.2	0.0	0.0	0.2
0.7	0.5	0.3	1.1	1.2	1.1	0.7	0.5						
170.	*	1.2	1.6	1.2	1.9	2.0	0.2	0.2	0.3	0.2	0.0	0.0	0.2
0.8	0.6	0.3	1.1	1.3	1.2	0.8	0.5						
180.	*	1.0	1.6	1.3	1.9	2.0	0.2	0.3	0.4	0.4	0.1	0.0	0.3
0.9	0.7	0.4	1.1	1.3	1.4	0.6	0.4						
190.	*	0.8	1.4	1.8	1.9	2.0	0.2	0.3	0.4	0.6	0.1	0.0	0.3
1.2	0.9	0.6	0.9	1.2	1.3	0.5	0.2						
200.	*	0.5	1.1	1.8	1.9	2.1	0.3	0.4	0.5	0.8	0.1	0.1	0.3
1.7	1.4	1.0	0.7	0.9	1.2	0.3	0.1						
210.	*	0.4	0.9	1.5	1.6	1.9	0.8	0.5	0.7	1.1	0.2	0.1	0.3
2.3	2.0	1.5	0.4	0.7	0.8	0.1	0.1						
220.	*	0.2	0.7	1.3	1.1	1.2	1.3	1.1	1.2	1.2	0.2	0.3	0.4
2.8	2.5	2.1	0.3	0.3	0.4	0.0	0.0						
230.	*	0.2	0.5	1.1	0.7	0.7	1.7	1.5	1.7	1.3	0.4	0.3	0.5
2.8	2.7	2.4	0.0	0.1	0.1	0.0	0.0						
240.	*	0.1	0.5	0.8	0.4	0.3	1.9	1.6	1.8	1.4	0.6	0.4	0.7
2.3	2.5	2.2	0.0	0.0	0.0	0.0	0.0						
250.	*	0.1	0.5	0.8	0.4	0.1	2.0	1.7	1.4	1.5	0.5	0.5	0.8
1.9	2.1	2.1	0.0	0.0	0.0	0.0	0.0						
260.	*	0.0	0.5	0.9	0.3	0.1	2.0	1.6	1.4	1.3	0.7	0.7	0.8
1.5	1.9	1.8	0.0	0.0	0.0	0.0	0.0						
270.	*	0.0	0.5	0.9	0.2	0.0	1.8	1.7	1.2	1.2	0.8	0.7	0.8
1.2	1.7	1.7	0.0	0.0	0.0	0.0	0.0						
280.	*	0.0	0.4	0.8	0.1	0.0	1.8	2.0	1.3	1.1	0.8	0.8	0.9
1.1	1.6	1.7	0.0	0.0	0.0	0.0	0.0						
290.	*	0.0	0.4	0.7	0.0	0.0	1.7	2.0	1.5	1.3	0.7	0.8	0.8
0.9	1.5	1.5	0.0	0.0	0.0	0.0	0.0						
300.	*	0.0	0.3	0.6	0.0	0.0	1.7	1.9	1.7	1.1	0.8	0.8	0.8
0.9	1.6	1.6	0.0	0.0	0.0	0.0	0.0						
310.	*	0.0	0.1	0.3	0.0	0.0	1.6	1.8	1.8	1.3	0.8	0.7	0.7
0.9	1.6	1.6	0.0	0.0	0.1	0.1	0.0						
320.	*	0.0	0.0	0.1	0.0	0.0	1.7	1.8	1.7	1.4	0.9	0.8	0.7

```
1.0   1.5   1.5   0.0   0.0   0.2   0.1   0.0
 330.  *   0.0   0.0   0.0   0.0   0.1   1.7   1.8   1.5   1.2   0.9   0.8   0.9
1.2   1.6   1.6   0.0   0.0   0.3   0.2   0.0
 340.  *   0.0   0.0   0.0   0.0   0.2   1.8   1.8   1.7   1.4   0.8   1.1   0.9
1.3   1.7   1.8   0.0   0.1   0.6   0.3   0.0
 350.  *   0.0   0.0   0.0   0.1   0.2   1.7   2.0   1.9   1.7   0.9   1.0   1.0
1.3   2.0   2.0   0.0   0.1   0.7   0.3   0.0
 360.  *   0.0   0.0   0.0   0.1   0.3   1.6   2.0   2.1   1.7   0.9   1.3   1.3
1.7   2.2   2.2   0.1   0.2   0.8   0.4   0.1

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   1.2   1.6   2.4   2.3   2.3   2.0   2.2   2.5   1.8   1.0   1.3   1.5
3.3   3.2   3.2   1.8   1.9   2.3   2.0   1.4
 DEGR. *  170   170    70    60    70   250    10    20    10    10     0    20
40    30    30    50    60    50    90    80
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   1.0   1.2   1.3   1.0   0.6   1.6   1.6
1.3   1.9   2.1   0.1   0.2   0.4   0.4   0.1
  10.  *   0.0   0.0   0.0   0.0   0.0   1.0   1.2   1.5   1.0   0.6   1.4   2.0
1.6   1.9   2.1   0.1   0.2   0.4   0.4   0.1
  20.  *   0.0   0.0   0.1   0.1   0.1   1.1   1.3   1.6   0.9   0.6   1.0   2.0
1.5   1.7   2.2   0.2   0.3   0.5   0.4   0.2
  30.  *   0.0   0.0   0.6   0.4   0.3   1.0   1.1   1.7   0.7   0.4   0.9   1.8
1.7   1.6   1.9   0.6   0.7   0.9   0.4   0.3
  40.  *   0.1   0.2   1.2   0.8   0.8   0.9   1.0   1.9   0.4   0.4   0.6   1.6
1.4   1.4   1.5   1.5   1.4   1.2   0.5   0.4
  50.  *   0.1   0.3   1.6   1.1   0.9   0.9   0.9   1.8   0.5   0.3   0.5   1.5
1.3   1.0   1.0   2.2   2.0   1.6   0.7   0.5
  60.  *   0.2   0.5   1.7   1.3   0.9   0.9   1.0   1.6   0.4   0.2   0.4   1.4
1.2   1.0   0.7   2.4   2.1   2.1   1.0   0.6
  70.  *   0.3   0.7   1.9   1.5   1.0   0.6   0.8   1.3   0.2   0.0   0.3   1.1
1.0   0.9   0.6   2.5   2.2   2.3   1.2   0.8
  80.  *   0.4   1.0   2.1   1.8   1.2   0.3   0.2   0.8   0.0   0.0   0.3   1.0
0.9   0.7   0.4   2.4   1.8   2.4   1.5   1.1
  90.  *   0.8   1.1   1.9   2.0   1.2   0.0   0.0   0.5   0.0   0.0   0.2   0.9
0.9   0.7   0.3   2.1   1.9   2.0   1.4   1.2
 100.  *   0.8   1.0   1.8   2.1   1.2   0.0   0.0   0.4   0.0   0.0   0.2   0.8
1.1   0.5   0.1   2.1   1.8   1.7   1.3   1.2
 110.  *   0.8   1.1   1.6   2.2   1.1   0.0   0.0   0.4   0.0   0.0   0.2   0.7
1.2   0.4   0.1   2.0   1.9   1.7   1.2   1.3
```

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 120.  *   0.9   0.9   1.5   2.1   1.3   0.0   0.0   0.4   0.0   0.0   0.1   0.5
1.2   0.3   0.1   1.8   1.8   1.7   1.2   1.2
 130.  *   0.9   0.9   1.5   2.1   1.3   0.0   0.0   0.4   0.0   0.0   0.1   0.3
1.0   0.2   0.1   2.0   1.8   1.7   1.1   1.0
 140.  *   1.0   1.1   1.8   2.1   1.2   0.0   0.0   0.5   0.1   0.0   0.0   0.2
0.7   0.2   0.1   1.8   1.7   1.7   1.1   0.9
 150.  *   1.1   1.2   1.8   2.1   1.3   0.0   0.0   0.7   0.2   0.1   0.0   0.1
0.4   0.2   0.1   1.8   1.8   1.7   1.0   0.7
 160.  *   1.2   1.6   2.1   2.3   1.4   0.0   0.0   1.2   0.3   0.1   0.0   0.0
0.2   0.2   0.2   1.8   1.8   1.5   1.0   0.7
 170.  *   1.1   1.4   2.0   2.2   1.6   0.0   0.1   1.5   0.4   0.1   0.0   0.0
0.2   0.2   0.3   1.6   1.9   1.8   1.0   0.6
 180.  *   1.0   1.5   2.1   2.1   1.8   0.0   0.1   1.6   0.5   0.2   0.0   0.0
0.2   0.2   0.3   1.7   2.0   2.0   0.9   0.8
 190.  *   1.1   1.4   2.3   2.2   2.1   0.0   0.2   1.6   0.6   0.2   0.0   0.0
0.3   0.2   0.3   1.7   2.2   2.0   0.9   0.6
 200.  *   0.9   1.4   2.5   2.2   2.2   0.1   0.5   1.5   0.7   0.3   0.0   0.1
0.4   0.4   0.3   1.7   2.1   1.9   0.9   0.4
 210.  *   0.6   1.1   2.4   2.1   2.2   0.3   0.7   1.4   0.9   0.3   0.1   0.2
0.8   0.8   0.5   1.5   1.7   1.7   0.5   0.2
 220.  *   0.5   0.6   1.6   1.4   1.2   0.6   0.9   1.7   1.3   0.4   0.2   0.5
1.4   1.4   1.0   1.1   1.0   1.1   0.2   0.1
 230.  *   0.3   0.5   1.0   0.6   0.4   1.0   1.2   1.7   1.6   0.6   0.3   0.8
1.8   1.8   1.3   0.8   0.6   0.6   0.1   0.0
 240.  *   0.3   0.4   0.5   0.2   0.1   1.1   1.4   1.9   1.7   0.7   0.5   1.0
2.1   1.9   1.4   0.6   0.3   0.1   0.1   0.0
 250.  *   0.2   0.4   0.4   0.2   0.1   1.0   1.4   1.6   2.0   1.0   0.5   1.0
2.0   1.9   1.3   0.5   0.2   0.1   0.0   0.0
 260.  *   0.1   0.4   0.4   0.2   0.1   1.2   1.3   1.5   1.8   1.1   0.6   1.2
2.1   2.1   1.5   0.4   0.1   0.0   0.0   0.0
 270.  *   0.1   0.4   0.4   0.2   0.0   1.3   1.2   1.3   1.9   1.3   0.7   1.2
1.9   2.0   1.2   0.4   0.1   0.0   0.0   0.0
 280.  *   0.1   0.4   0.4   0.1   0.0   1.5   1.4   1.2   1.5   1.4   0.8   1.2
1.6   1.9   1.5   0.3   0.0   0.0   0.0   0.0
 290.  *   0.0   0.3   0.4   0.1   0.0   1.4   1.3   1.2   1.2   1.6   0.9   1.2
1.5   1.9   1.7   0.2   0.0   0.0   0.0   0.0
 300.  *   0.0   0.2   0.4   0.0   0.0   1.3   1.4   1.2   1.1   1.3   0.6   1.1
1.3   1.8   1.9   0.1   0.0   0.0   0.0   0.0
 310.  *   0.0   0.2   0.2   0.0   0.0   1.3   1.4   1.3   1.2   1.1   0.7   1.1
1.3   1.7   1.8   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.1   0.1   0.0   0.0   1.1   1.4   1.1   0.9   0.8   0.9   1.1
1.3   1.7   1.8   0.0   0.0   0.3   0.2   0.0
 330.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.0   0.9   0.8   1.1   1.1
1.1   1.7   1.8   0.0   0.0   0.4   0.3   0.0
 340.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.4   1.1   0.9   0.7   1.6   1.2
1.4   1.7   1.8   0.0   0.1   0.4   0.3   0.1
 350.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.2   1.0   0.6   1.6   1.6
1.3   1.9   2.0   0.0   0.1   0.4   0.4   0.1
 360.  *   0.0   0.0   0.0   0.0   0.0   1.0   1.2   1.3   1.0   0.6   1.6   1.6
1.3   1.9   2.1   0.1   0.2   0.4   0.4   0.1

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   1.2   1.6   2.5   2.3   2.2   1.5   1.4   1.9   2.0   1.6   1.6   2.0
2.1   2.1   2.2   2.5   2.2   2.4   1.5   1.3
 DEGR. *  160   160   200   160   200   280   250   240   250   290     0    10
240   260    20    70    70    80    80   110

♀
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MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45
0.	0.4	0.5	0.7	0.6	0.4
10.	0.4	0.5	0.7	0.7	0.4
20.	0.6	0.7	0.7	0.7	0.3
30.	0.6	0.6	0.7	0.5	0.2
40.	0.6	0.5	0.5	0.3	0.0
50.	0.5	0.4	0.4	0.0	0.0
60.	0.3	0.3	0.5	0.3	0.2
70.	0.4	0.5	0.9	0.6	0.5
80.	0.6	0.6	1.2	1.0	0.9
90.	0.7	0.7	1.3	1.0	0.8
100.	0.6	0.8	1.2	1.0	0.8
110.	0.6	0.7	1.1	1.0	0.8
120.	0.6	0.8	1.1	0.9	0.8
130.	0.6	0.8	1.1	0.9	0.8
140.	0.7	0.7	1.0	0.8	0.8
150.	0.7	0.7	1.0	0.8	0.8
160.	0.7	0.7	1.1	0.9	0.9
170.	0.7	0.8	1.3	0.9	0.9
180.	0.7	0.9	1.3	0.8	0.8
190.	1.0	1.0	1.3	1.1	0.9
200.	1.0	1.0	1.4	1.3	1.0
210.	1.4	1.6	1.8	1.6	1.3
220.	1.5	1.8	1.8	2.1	1.8
230.	1.5	1.7	1.9	2.3	1.9
240.	0.9	1.2	1.8	2.0	1.7
250.	0.8	1.0	1.2	1.5	1.3
260.	0.7	1.0	1.2	1.2	0.8
270.	0.5	0.9	1.2	1.1	0.7
280.	0.5	0.7	1.1	1.0	0.4
290.	0.3	0.5	1.1	0.8	0.4
300.	0.3	0.6	1.0	0.7	0.4
310.	0.3	0.6	0.9	0.7	0.3
320.	0.3	0.5	0.7	0.6	0.3
330.	0.4	0.5	0.6	0.6	0.3
340.	0.4	0.6	0.6	0.6	0.3
350.	0.4	0.6	0.7	0.6	0.3
360.	0.4	0.5	0.7	0.6	0.4
MAX	1.5	1.8	1.9	2.3	1.9
DEGR.	220	220	230	230	230

THE HIGHEST CONCENTRATION OF 3.30 PPM OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

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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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	224.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	224.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	80.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	159.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	80.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	284.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	207.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	320.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	107.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	207.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	207.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	115.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	98.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	108.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	115.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	37.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	54.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	81.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 112. 100.0 1.0 10.0 0.23 1.4
     20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 81. 100.0 1.0 20.0 0.51 3.7
     21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 224. 100.0 1.0 20.0 0.35 2.2
     22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 10.1 1.0 54.0
     23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 10.1 1.0 66.0
     24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 10.1 1.0 66.0
     25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 10.1 1.0 90.0
     26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 10.5 1.0 66.0
     27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 10.1 1.0 90.0
     28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 10.5 1.0 66.0
     29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 10.1 1.0 66.0
     30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 10.1 1.0 78.0
     31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 10.1 1.0 42.0
     32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 10.1 1.0 54.0
     33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 10.1 1.0 42.0
     34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 10.1 1.0 54.0
     35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 10.1 1.0 90.0
     36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 10.3 1.0 54.0
     37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 10.1 1.0 90.0
     38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 10.3 1.0 54.0

♀

JOB: The Point RUN: 2012EX

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ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	*	90	66	3.0	849	1600	56.81	1	3
2. Fen/Brook NB TTR	*	90	66	3.0	781	1600	56.81	1	3
3. Fen/Brook EB L	*	90	47	3.0	542	1600			

56.81	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	578	1600	
56.81	1	3					
5. Fen/Brook R	*	90	47	3.0	121	1600	
56.81	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	571	1600	
56.81	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	969	1600	
56.81	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	769	1600	
56.81	1	3					
9. Park/Brook NWB R	*	90	63	3.0	96	1600	
56.81	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
56.81	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
56.81	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
56.81	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
56.81	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
56.81	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
56.81	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
56.81	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
56.81	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
56.81	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
56.81	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
56.81	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
56.81	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*

21. Kil/Boyl NE1	3353.1	3935.2	6.0
22. Kil/Boyl NE2	3378.7	3864.7	6.0
23. Kil/Boyl NE3	3404.3	3794.2	6.0
24. Kil/Boyl NE4	3474.8	3819.7	6.0

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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Kil/Boyl NE5	3545.3	3845.3	6.0
26. Kil/Boyl SE1	3583.3	3742.1	6.0
27. Kil/Boyl SE2	3512.8	3716.5	6.0
28. Kil/Boyl SE3	3442.3	3690.9	6.0
29. Kil/Boyl SE4	3468.5	3620.6	6.0
30. Kil/Boyl SE5	3494.7	3550.4	6.0
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (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	0.4	0.9	0.3	0.0	0.0	0.3	0.8	0.9	1.1	0.1	0.0	0.2	0.0	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.0	0.0	0.0	0.2	1.0	1.0	1.1	0.2	0.1	0.2	0.0	0.0
20.	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.9	0.8	1.3	0.5	0.2	0.3	0.1	0.0
30.	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.0								

```
0.5   0.5   1.0   1.1   0.7   0.6   0.1   0.0
  40.   *   0.0   0.0   0.5   0.2   0.1   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.3   0.3   0.6   1.6   1.2   1.0   0.1   0.0
  50.   *   0.0   0.0   0.8   0.5   0.1   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.2   0.0   0.1   1.9   1.4   1.3   0.2   0.0
  60.   *   0.0   0.0   1.1   0.6   0.2   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.6   1.6   1.3   0.4   0.0
  70.   *   0.0   0.2   1.0   0.8   0.2   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.5   1.4   1.2   0.5   0.1
  80.   *   0.0   0.4   1.1   0.9   0.2   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.3   1.3   0.5   0.1
  90.   *   0.2   0.4   0.9   1.0   0.2   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.0   1.2   1.1   0.5   0.3
 100.   *   0.2   0.4   0.9   1.0   0.2   0.0   0.0   0.0   0.0   0.0   0.1   0.0
0.1   0.1   0.2   1.0   1.1   1.0   0.5   0.4
 110.   *   0.3   0.3   0.9   1.0   0.2   0.0   0.0   0.0   0.0   0.1   0.2   0.1
0.1   0.2   0.3   1.1   1.1   1.1   0.5   0.4
 120.   *   0.3   0.3   0.9   1.1   0.2   0.0   0.0   0.1   0.1   0.1   0.4   0.2
0.2   0.2   0.3   1.2   1.2   1.2   0.4   0.4
 130.   *   0.6   0.6   1.0   1.2   0.2   0.0   0.1   0.2   0.2   0.2   0.5   0.2
0.2   0.3   0.2   1.1   1.3   1.2   0.7   0.5
 140.   *   0.6   0.7   1.1   1.3   0.3   0.1   0.2   0.2   0.2   0.3   0.5   0.3
0.3   0.2   0.2   1.1   1.2   1.3   0.6   0.6
 150.   *   0.6   0.6   1.2   1.3   0.4   0.2   0.2   0.4   0.3   0.4   0.4   0.2
0.2   0.2   0.2   1.1   1.2   1.3   0.7   0.5
 160.   *   0.5   0.7   1.3   1.4   0.7   0.2   0.3   0.3   0.2   0.5   0.3   0.3
0.2   0.2   0.2   1.1   1.2   1.4   0.7   0.4
 170.   *   0.4   0.7   1.3   1.4   0.8   0.2   0.2   0.3   0.2   0.2   0.3   0.2
0.2   0.2   0.1   1.2   1.1   1.4   0.5   0.4
 180.   *   0.4   0.7   1.3   1.5   1.1   0.2   0.2   0.4   0.2   0.3   0.3   0.2
0.2   0.1   0.1   1.5   1.2   1.4   0.5   0.5
 190.   *   0.5   0.7   1.4   1.5   1.2   0.2   0.1   0.3   0.2   0.2   0.3   0.2
0.1   0.2   0.3   1.7   1.5   1.5   0.6   0.5
 200.   *   0.4   0.7   1.5   1.7   1.6   0.1   0.2   0.5   0.1   0.2   0.2   0.1
0.3   0.3   0.6   1.9   1.7   1.6   0.6   0.4
 210.   *   0.2   0.5   1.3   1.4   1.5   0.6   0.7   1.0   0.3   0.1   0.1   0.3
0.5   0.6   1.0   2.4   1.9   1.6   0.6   0.3
 220.   *   0.0   0.2   0.8   0.9   0.9   0.7   0.9   1.4   0.6   0.4   0.3   0.6
1.0   1.0   1.7   1.9   1.2   0.9   0.1   0.0
 230.   *   0.0   0.1   0.3   0.2   0.3   0.9   0.9   1.1   0.4   0.4   0.5   0.4
1.0   0.7   1.3   0.8   0.5   0.3   0.0   0.0
 240.   *   0.0   0.0   0.2   0.1   0.1   0.8   0.8   1.1   0.4   0.3   0.4   0.4
1.0   0.7   1.1   0.4   0.2   0.1   0.0   0.0
 250.   *   0.0   0.0   0.1   0.0   0.0   0.7   0.9   1.0   0.5   0.3   0.3   0.3
0.9   0.7   1.0   0.2   0.0   0.0   0.0   0.0
 260.   *   0.0   0.0   0.1   0.0   0.0   0.7   0.8   0.8   0.5   0.3   0.3   0.3
0.9   0.6   0.9   0.1   0.0   0.0   0.0   0.0
 270.   *   0.0   0.0   0.1   0.0   0.0   0.5   0.9   0.9   0.5   0.4   0.3   0.4
0.9   0.6   0.8   0.1   0.0   0.0   0.0   0.0
 280.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.9   0.9   0.4   0.4   0.3   0.4
0.9   0.5   0.8   0.0   0.0   0.0   0.0   0.0
 290.   *   0.0   0.0   0.1   0.0   0.0   0.2   0.7   0.7   0.4   0.3   0.4   0.4
0.8   0.6   0.8   0.0   0.0   0.0   0.0   0.0
 300.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.8   0.7   0.5   0.3   0.4   0.4
0.7   0.6   0.8   0.0   0.0   0.0   0.0   0.0
 310.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.8   0.7   0.3   0.3   0.3   0.3
0.7   0.7   0.8   0.0   0.0   0.1   0.0   0.0
 320.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.8   0.7   0.3   0.2   0.2   0.4
0.8   0.7   0.8   0.0   0.0   0.1   0.0   0.0
 330.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.6   0.7   0.3   0.2   0.2   0.5
0.8   0.7   0.8   0.0   0.0   0.1   0.0   0.0
 340.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.6   0.8   0.4   0.1   0.2   0.4
0.9   0.8   0.8   0.1   0.0   0.1   0.0   0.0
```

```
 350.  *   0.0   0.0   0.0   0.0   0.0   0.1   0.5   0.8   0.3   0.0   0.2   0.3
0.8   0.9   0.9   0.1   0.0   0.2   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   0.0   0.4   0.9   0.3   0.0   0.0   0.3
0.8   0.9   1.1   0.1   0.0   0.2   0.0   0.0

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   0.6   0.7   1.5   1.7   1.6   0.9   0.9   1.4   0.6   0.5   0.5   0.6
1.0   1.0   1.7   2.4   1.9   1.6   0.7   0.6
 DEGR. *  130   140   200   200   200   230   220   220   220   160   130   220
10    10   220   210   210   200   130   140
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   0.4   0.8   0.9   0.5   0.3   0.4   0.6
1.0   0.9   0.9   0.1   0.0   0.2   0.0   0.0
  10.  *   0.0   0.0   0.0   0.0   0.0   0.3   0.8   0.9   0.5   0.3   0.4   0.7
1.0   1.0   0.8   0.0   0.0   0.3   0.1   0.0
  20.  *   0.0   0.0   0.0   0.0   0.0   0.3   0.8   1.0   0.5   0.2   0.4   0.6
0.9   1.0   0.9   0.0   0.0   0.4   0.1   0.0
  30.  *   0.0   0.0   0.0   0.0   0.0   0.2   0.7   0.9   0.3   0.1   0.3   0.6
1.1   1.2   1.0   0.0   0.0   0.5   0.1   0.0
  40.  *   0.0   0.0   0.0   0.0   0.0   0.2   0.6   0.9   0.1   0.0   0.2   0.4
1.3   1.2   1.2   0.0   0.1   0.5   0.1   0.0
  50.  *   0.0   0.0   0.0   0.0   0.0   0.1   0.5   0.8   0.1   0.0   0.1   0.3
1.1   1.1   1.2   0.0   0.1   0.5   0.1   0.0
  60.  *   0.0   0.0   0.1   0.1   0.0   0.1   0.3   0.5   0.0   0.0   0.1   0.2
0.9   0.8   1.0   0.4   0.3   0.5   0.1   0.0
  70.  *   0.0   0.0   0.3   0.2   0.0   0.0   0.2   0.3   0.0   0.0   0.1   0.1
0.6   0.5   0.6   0.8   0.6   0.7   0.1   0.0
  80.  *   0.0   0.0   0.5   0.3   0.1   0.0   0.1   0.1   0.0   0.0   0.1   0.1
0.3   0.2   0.2   0.9   1.0   0.9   0.2   0.0
  90.  *   0.0   0.1   0.8   0.5   0.1   0.0   0.0   0.0   0.0   0.0   0.1   0.1
0.2   0.0   0.0   1.2   1.1   1.2   0.3   0.0
 100.  *   0.0   0.1   1.0   0.6   0.2   0.0   0.0   0.0   0.0   0.0   0.1   0.1
0.2   0.0   0.0   1.2   1.1   1.3   0.5   0.2
 110.  *   0.1   0.3   1.1   0.7   0.2   0.0   0.0   0.0   0.0   0.0   0.1   0.1
0.1   0.0   0.0   1.0   1.1   1.1   0.8   0.3
 120.  *   0.2   0.5   1.1   0.8   0.3   0.0   0.0   0.0   0.0   0.0   0.1   0.1
0.1   0.0   0.0   1.0   1.0   1.1   0.9   0.4
 130.  *   0.3   0.5   0.9   0.8   0.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   1.0   0.9   0.9   0.5
 140.  *   0.3   0.5   0.9   0.8   0.4   0.0   0.0   0.0   0.0   0.0   0.0   0.1
```

```
0.1   0.0   0.0   0.8   0.9   0.8   0.8   0.6
 150.  *   0.3   0.6   0.9   0.8   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.9   0.8   0.7   0.5
 160.  *   0.5   0.5   0.9   0.8   0.7   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.5
 170.  *   0.5   0.7   0.9   0.8   0.7   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 180.  *   0.6   0.8   0.8   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.8   0.9   0.5   0.3
 190.  *   0.5   0.8   0.9   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 200.  *   0.5   0.9   1.1   1.0   0.9   0.0   0.0   0.1   0.1   0.1   0.0   0.0
0.0   0.0   0.0   0.7   0.9   1.1   0.5   0.3
 210.  *   0.4   0.8   1.2   1.1   1.0   0.0   0.0   0.2   0.1   0.1   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.4   0.3
 220.  *   0.6   0.6   1.3   1.2   1.1   0.0   0.0   0.2   0.1   0.1   0.0   0.0
0.0   0.0   0.0   0.8   0.9   1.0   0.4   0.4
 230.  *   0.4   0.8   1.2   1.2   1.3   0.0   0.0   0.2   0.1   0.1   0.0   0.0
0.0   0.1   0.2   0.9   1.2   1.3   0.7   0.6
 240.  *   0.4   0.7   1.5   1.4   1.1   0.3   0.3   0.5   0.2   0.1   0.1   0.1
0.5   0.6   0.4   1.1   1.1   1.2   0.4   0.4
 250.  *   0.2   0.5   1.2   1.0   1.1   0.9   0.8   0.9   0.3   0.1   0.1   0.2
0.7   0.8   0.8   0.6   0.7   0.9   0.4   0.3
 260.  *   0.2   0.3   0.7   0.5   0.5   1.2   1.2   1.4   0.5   0.4   0.2   0.3
0.9   0.8   0.8   0.4   0.5   0.4   0.2   0.3
 270.  *   0.2   0.3   0.6   0.2   0.1   1.3   1.2   1.4   0.6   0.4   0.3   0.5
1.3   1.0   0.9   0.2   0.2   0.2   0.2   0.2
 280.  *   0.1   0.2   0.6   0.2   0.1   1.2   1.2   1.4   0.6   0.6   0.3   0.5
1.2   1.0   0.8   0.2   0.2   0.1   0.2   0.2
 290.  *   0.1   0.2   0.5   0.1   0.1   1.1   1.3   1.1   0.7   0.6   0.4   0.5
1.2   1.0   0.8   0.2   0.2   0.1   0.2   0.2
 300.  *   0.1   0.2   0.4   0.1   0.1   1.1   1.2   1.0   0.7   0.6   0.4   0.6
1.1   0.9   0.7   0.2   0.2   0.1   0.1   0.2
 310.  *   0.2   0.2   0.3   0.1   0.1   0.9   1.1   1.1   0.8   0.5   0.4   0.6
1.0   0.9   0.8   0.2   0.2   0.1   0.1   0.2
 320.  *   0.2   0.1   0.3   0.1   0.0   0.8   1.0   1.1   0.8   0.6   0.4   0.7
1.0   0.9   0.9   0.2   0.1   0.1   0.1   0.1
 330.  *   0.1   0.1   0.2   0.0   0.0   0.7   0.8   1.1   0.7   0.5   0.4   0.7
1.0   0.9   0.9   0.2   0.1   0.1   0.1   0.2
 340.  *   0.0   0.0   0.0   0.0   0.0   0.7   0.8   1.0   0.5   0.3   0.4   0.6
1.1   0.9   0.9   0.1   0.1   0.1   0.1   0.2
 350.  *   0.0   0.0   0.0   0.0   0.0   0.6   0.8   0.9   0.5   0.3   0.4   0.6
1.1   1.0   0.9   0.1   0.1   0.1   0.0   0.1
 360.  *   0.0   0.0   0.0   0.0   0.0   0.4   0.8   0.9   0.5   0.3   0.4   0.6
1.0   0.9   0.9   0.1   0.0   0.2   0.0   0.0

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   0.6   0.9   1.5   1.4   1.3   1.3   1.3   1.4   0.8   0.6   0.4   0.7
1.3   1.2   1.2   1.2   1.2   1.3   0.9   0.6
 DEGR. *  180   200   240   240   230   270   290   260   310   280     0    10
40    30    40    90   230   100   120   140

 THE HIGHEST CONCENTRATION OF    2.40 PPM OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:58:38

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	224.	100.0	1.0	20.0	1.26	57.0
2.	Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	224.	100.0	1.0	20.0	1.16	38.9
3.	Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	80.	100.0	1.0	10.0	0.80	7.4
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	159.	100.0	1.0	20.0	0.43	3.8
5.	Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	80.	100.0	1.0	10.0	0.18	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	284.	100.0	1.0	30.0	0.37	3.0
7.	Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	207.	100.0	1.0	20.0	1.14	43.0
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	320.	100.0	1.0	30.0	0.65	4.5
9.	Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	107.	100.0	1.0	10.0	0.25	1.7
10.	Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	207.	100.0	1.0	20.0	0.37	2.7
11.	Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	207.	100.0	1.0	20.0	1.07	27.1
12.	Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	115.	100.0	1.0	10.0	0.15	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	98.	100.0	1.0	10.0	0.87	8.2
14.	Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	108.	100.0	1.0	20.0	0.10	0.8
15.	Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	115.	100.0	1.0	10.0	1.50	91.1
16.	Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	37.	100.0	1.0	10.0	0.06	0.4
17.	Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	54.	100.0	1.0	10.0	0.12	1.0
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	81.	100.0	1.0	20.0	0.43	3.1
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.								

160. AG 112. 100.0 1.0 10.0 0.23 1.4
     20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 81. 100.0 1.0 20.0 0.51 3.7
     21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 224. 100.0 1.0 20.0 0.35 2.2
     22. Boyl/Jersey WB * 4012.7 3973.4 6010.1 4665.6 * 2114.
71. AG 228. 100.0 1.0 20.0 1.59 107.4
     23. Boyl/Jersey EB L * 3952.6 3939.0 3948.5 3937.7 * 4.
252. AG 53. 100.0 1.0 10.0 0.03 0.2
     24. Boyl/Jersey EB TTR * 3957.7 3922.9 1823.9 3037.0 * 2310.
247. AG 53. 100.0 1.0 10.0 1.21 117.4
     25. Boyl/Jersey NB LTR * 4009.3 3914.7 4022.2 3875.4 * 41.
162. AG 82. 100.0 1.0 10.0 0.25 2.1
     26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 10.1 1.0 54.0
     27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 10.1 1.0 66.0
     28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 10.1 1.0 66.0
     29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 10.1 1.0 90.0
     30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 10.5 1.0 66.0
     31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 10.1 1.0 90.0
     32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 10.5 1.0 66.0
     33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 10.1 1.0 66.0
     34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 10.1 1.0 78.0
     35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 10.1 1.0 42.0
     36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 10.1 1.0 54.0
     37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 10.1 1.0 42.0
     38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 10.1 1.0 54.0
     39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 10.1 1.0 90.0
     40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 10.3 1.0 54.0
     41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 10.1 1.0 90.0
     42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 10.3 1.0 54.0
     43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2222. 10.1 1.0 90.0
     44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 227. 10.3 1.0 42.0

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JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:58:38

LINK VARIABLES

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

		X1	Y1	X2	Y2		(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	3982.1	3952.7	3736.2	3865.7		261.	251.	AG	2113.	10.1	1.0 90.0
46.	Boyl/Jersey N	3982.1	3952.7	3922.5	4118.6		176.	340.	AG	98.	10.3	1.0 42.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:58:38

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	90	66	3.0	849	1600	56.81	1	3
2. Fen/Brook NB TTR	90	66	3.0	781	1600	56.81	1	3
3. Fen/Brook EB L	90	47	3.0	542	1600	56.81	1	3
4. Fen/Brook EB LTT	90	47	3.0	578	1600	56.81	1	3
5. Fen/Brook R	90	47	3.0	121	1600	56.81	1	3
6. Park/Brook SB TTR	90	56	3.0	571	1600	56.81	1	3
7. Park/Brook WB LLR	90	61	3.0	969	1600	56.81	1	3
8. Park/Brook NWB LTTT	90	63	3.0	769	1600	56.81	1	3
9. Park/Brook NWB R	90	63	3.0	96	1600	56.81	1	3
10. Park/Brook NEB TT	90	61	3.0	317	1600	56.81	1	3
11. Park/Brook NEB RR	90	61	3.0	908	1600	56.81	1	3
12. Full/Brook SB L	90	68	3.0	45	1600	56.81	1	3
13. Full/Brook SB TR	90	58	3.0	419	1600	56.81	1	3
14. Full/Brook WB LTR	90	32	3.0	188	1600	56.81	1	3
15. Full/Brook NB LTR	90	68	3.0	454	1600	56.81	1	3
16. Full/Brook EB L	90	22	3.0	71	1600	56.81	1	3
17. Full/Brook EB TR	90	32	3.0	110	1600	56.81	1	3
18. Kil/Boyl WB LTTR	90	24	3.0	941	1600			

56.81	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
56.81	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
56.81	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
56.81	1	3					
22. Boyl/Jersey WB	*	87	65	3.0	990	1600	
56.81	1	3					
23. Boyl/Jersey EB L	*	87	30	3.0	26	1600	
56.81	1	3					
24. Boyl/Jersey EB TTR	*	87	30	3.0	1153	1600	
56.81	1	3					
25. Boyl/Jersey NB LTR	*	87	47	3.0	161	1600	
56.81	1	3					

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (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   0.8   0.8   0.8   0.5   0.3   0.4   0.6
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0
  10.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.4   0.4   0.6
0.8   0.6   0.6   0.0   0.0   0.0   0.0   0.0
  20.  *   0.0   0.0   0.0   0.0   0.0   1.0   1.0   0.9   0.5   0.4   0.4   0.7
0.8   0.7   0.7   0.0   0.0   0.0   0.0   0.0
  30.  *   0.0   0.0   0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.3   0.4   0.6
1.0   0.8   0.7   0.0   0.0   0.0   0.0   0.0
  40.  *   0.0   0.0   0.0   0.0   0.0   0.9   1.0   1.1   0.4   0.3   0.3   0.6
1.1   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  50.  *   0.0   0.0   0.1   0.0   0.0   0.9   1.1   1.2   0.4   0.2   0.2   0.6
1.2   1.1   1.0   0.0   0.0   0.0   0.0   0.0
  60.  *   0.0   0.0   0.3   0.3   0.3   0.8   1.0   1.1   0.3   0.2   0.2   0.5
1.2   1.1   1.1   0.3   0.4   0.3   0.0   0.0
  70.  *   0.1   0.2   0.7   0.7   0.6   0.6   0.6   0.6   0.2   0.1   0.1   0.3
0.8   0.8   0.8   0.7   0.9   0.7   0.2   0.1
  80.  *   0.2   0.4   1.2   1.1   0.9   0.2   0.2   0.2   0.0   0.0   0.0   0.1
0.4   0.3   0.3   1.0   1.1   1.2   0.4   0.2
  90.  *   0.2   0.4   1.3   1.2   1.0   0.0   0.0   0.1   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.9   1.1   1.2   0.5   0.2
 100.  *   0.3   0.5   1.2   1.1   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.8   0.9   1.0   0.6   0.3
 110.  *   0.3   0.6   1.1   1.1   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.6   0.6   0.9   0.5   0.4
 120.  *   0.4   0.5   1.0   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.7   0.6   0.7   0.5   0.4
 130.  *   0.4   0.5   1.0   0.9   0.9   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.6   0.5   0.6   0.4   0.3
 140.  *   0.3   0.5   0.8   0.9   0.9   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.6   0.5   0.7   0.4   0.3
 150.  *   0.3   0.5   0.7   0.9   0.9   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.5   0.6   0.6   0.3   0.2
 160.  *   0.4   0.5   0.7   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.5   0.6   0.5   0.3   0.3
 170.  *   0.2   0.3   0.8   0.9   0.9   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.6   0.5   0.3   0.2
 180.  *   0.2   0.3   0.6   0.9   0.9   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.6   0.5   0.3   0.2
 190.  *   0.2   0.3   0.6   0.9   0.9   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.6   0.6   0.3   0.2
 200.  *   0.2   0.3   0.6   1.1   1.0   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.7   0.7   0.3   0.2
 210.  *   0.2   0.3   0.6   0.9   1.0   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.5   0.7   0.7   0.3   0.1
 220.  *   0.3   0.3   0.7   0.9   1.1   0.0   0.0   0.3   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.7   0.7   0.3   0.3
 230.  *   0.2   0.5   0.7   0.9   1.1   0.0   0.0   0.3   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.8   0.9   0.4   0.3
 240.  *   0.2   0.3   0.9   0.9   1.2   0.2   0.2   0.6   0.1   0.0   0.0   0.0
0.3   0.4   0.3   0.8   0.9   0.9   0.3   0.2
 250.  *   0.1   0.2   0.6   0.8   0.9   0.8   0.7   0.9   0.2   0.0   0.0   0.1
0.7   0.7   0.6   0.6   0.6   0.7   0.2   0.1
 260.  *   0.1   0.1   0.3   0.3   0.3   1.2   1.0   1.2   0.6   0.2   0.2   0.5
0.9   1.0   1.0   0.3   0.3   0.3   0.1   0.1
 270.  *   0.0   0.1   0.1   0.1   0.0   1.1   0.8   1.0   0.7   0.3   0.3   0.5
1.0   0.9   0.7   0.1   0.1   0.1   0.1   0.1
 280.  *   0.0   0.0   0.0   0.0   0.0   1.0   0.8   1.0   0.6   0.2   0.4   0.4
0.8   0.8   0.6   0.1   0.1   0.0   0.0   0.0
 290.  *   0.0   0.0   0.0   0.0   0.0   0.9   0.8   0.7   0.4   0.2   0.1   0.3
0.7   0.7   0.6   0.0   0.0   0.0   0.0   0.0
 300.  *   0.0   0.0   0.0   0.0   0.0   1.0   0.9   0.7   0.4   0.3   0.2   0.3
0.7   0.7   0.6   0.0   0.0   0.0   0.0   0.0
 310.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.7   0.5   0.3   0.2   0.3
```

```
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 320.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.5   0.5   0.4   0.2   0.3
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 330.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.7   0.5   0.3   0.2   0.3
0.5   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 340.  *   0.0   0.0   0.0   0.0   0.0   0.9   0.9   0.7   0.4   0.3   0.2   0.3
0.5   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 350.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.7   0.5   0.3   0.4   0.5
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.8   0.5   0.3   0.4   0.6
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   0.4   0.6   1.3   1.2   1.2   1.2   1.1   1.2   0.7   0.4   0.4   0.7
1.2   1.1   1.1   1.0   1.1   1.2   0.6   0.4
 DEGR. *  120   110    90    90   240   260    50    50   270    10     0    20
50    50    60    80    80    80   100   110

 THE HIGHEST CONCENTRATION OF    1.30 PPM OCCURRED AT RECEPTOR REC3 .
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:47

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:47

1. Fen/Brook SB LTT * 90 66 3.0 849 1600
0.09 1 3
2. Fen/Brook NB TTR * 90 66 3.0 781 1600
0.09 1 3
3. Fen/Brook EB L * 90 47 3.0 542 1600
0.09 1 3
4. Fen/Brook EB LTT * 90 47 3.0 578 1600
0.09 1 3
5. Fen/Brook R * 90 47 3.0 121 1600
0.09 1 3
6. Park/Brook SB TTR * 90 56 3.0 571 1600
0.09 1 3
7. Park/Brook WB LLR * 90 61 3.0 969 1600
0.09 1 3
8. Park/Brook NWB LTTT * 90 63 3.0 769 1600
0.09 1 3

9. Park/Brook NWB R	*	90	63	3.0	96	1600	
0.09	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
0.09	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
0.09	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
0.09	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
0.09	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
0.09	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
0.09	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
0.09	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
0.09	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
0.09	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
0.09	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
0.09	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
0.09	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:32:47

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	1.	1.	5.	6.	6.	5.	2.	4.	4.	5.	6.	6.	0.	1.	2.	2.	0.
10.	0.	0.	0.	1.	1.	5.	6.	7.	5.	2.	3.	4.	6.	6.	7.	1.	1.	2.	2.	0.
20.	0.	0.	1.	1.	1.	5.	6.	7.	5.	2.	3.	4.	7.	7.	8.	1.	2.	3.	2.	0.
30.	0.	0.	2.	2.	2.	4.	5.	6.	4.	2.	2.	4.	9.	8.	8.	3.	3.	4.	2.	1.
40.	0.	1.	4.	4.	4.	4.	4.	5.	3.	1.	2.	3.	8.	7.	7.	4.	5.	6.	2.	1.
50.	1.	2.	6.	5.	5.	3.	3.	3.	2.	1.	2.	2.	7.	5.	5.	6.	6.	7.	4.	2.
60.	2.	3.	7.	6.	6.	3.	2.	2.	1.	0.	1.	2.								

```
5.    4.    3.    6.    6.    8.    5.    3.
  70.  *    2.    3.    7.    7.    7.    3.    2.    1.    1.    0.    0.    1.
3.    2.    1.    5.    5.    7.    6.    4.
  80.  *    2.    3.    7.    6.    6.    2.    1.    1.    0.    0.    0.    1.
2.    2.    1.    4.    4.    5.    6.    4.
  90.  *    3.    3.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    1.    3.    3.    4.    5.    4.
 100.  *    2.    3.    5.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    1.    3.    3.    3.    4.    4.
 110.  *    2.    3.    5.    5.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    4.    4.
 120.  *    2.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    3.    3.
 130.  *    3.    3.    4.    6.    5.    0.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 140.  *    3.    3.    4.    5.    4.    0.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 150.  *    3.    3.    4.    5.    4.    0.    0.    1.    0.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    2.
 160.  *    3.    4.    4.    6.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 170.  *    3.    4.    4.    6.    6.    0.    0.    1.    1.    0.    0.    0.
2.    1.    1.    3.    3.    3.    2.    1.
 180.  *    3.    4.    4.    6.    6.    1.    1.    1.    1.    0.    0.    0.
2.    1.    1.    3.    3.    4.    2.    1.
 190.  *    2.    4.    5.    6.    6.    1.    1.    1.    1.    0.    0.    0.
2.    2.    1.    2.    3.    4.    1.    1.
 200.  *    2.    3.    5.    6.    6.    1.    1.    1.    2.    0.    0.    0.
3.    3.    2.    2.    3.    3.    1.    0.
 210.  *    1.    2.    5.    5.    6.    2.    2.    2.    2.    0.    0.    0.
4.    4.    3.    1.    2.    2.    0.    0.
 220.  *    1.    2.    4.    3.    4.    3.    3.    3.    3.    1.    0.    1.
6.    5.    4.    0.    1.    1.    0.    0.
 230.  *    1.    2.    3.    2.    2.    5.    4.    4.    3.    1.    1.    1.
6.    6.    4.    0.    0.    0.    0.    0.
 240.  *    0.    2.    2.    1.    1.    6.    5.    4.    3.    1.    1.    2.
5.    5.    4.    0.    0.    0.    0.    0.
 250.  *    0.    2.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    5.    4.    0.    0.    0.    0.    0.
 260.  *    0.    2.    2.    1.    0.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 270.  *    0.    2.    2.    1.    0.    6.    5.    4.    3.    2.    1.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 280.  *    0.    2.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 300.  *    0.    1.    2.    0.    0.    4.    6.    5.    3.    2.    2.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 310.  *    0.    1.    1.    0.    0.    4.    6.    5.    4.    2.    2.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    3.    2.    2.
3.    4.    4.    0.    0.    1.    0.    0.
 330.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    2.    2.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 340.  *    0.    0.    0.    0.    1.    4.    6.    5.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    1.    5.    6.    5.    4.    3.    3.    3.
4.    5.    5.    0.    1.    2.    1.    0.
 360.  *    0.    0.    0.    1.    1.    5.    6.    6.    5.    2.    4.    4.
5.    6.    6.    0.    1.    2.    2.    0.

------*-------------------------------------------------------------------------
```

```
-----------------------------------------
 MAX   *    3.    4.    7.    7.    7.    6.    6.    7.    5.    3.    4.    4.
9.    8.    8.    6.    6.    8.    6.    4.
 DEGR. *  150   170    70    70    70   250    10    20    20   350     0    20
30    30    30    50    50    60    80    80
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* 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.    3.    3.    4.    2.    2.    4.    5.
5.    6.    6.    0.    1.    2.    2.    0.
  10.  *    0.    0.    0.    0.    0.    3.    3.    4.    2.    2.    4.    5.
5.    5.    6.    1.    1.    2.    2.    1.
  20.  *    0.    0.    0.    0.    0.    3.    4.    4.    2.    1.    3.    5.
5.    5.    6.    1.    1.    2.    1.    1.
  30.  *    0.    0.    1.    1.    1.    3.    4.    4.    2.    1.    2.    4.
5.    4.    6.    2.    2.    2.    2.    1.
  40.  *    0.    0.    3.    2.    2.    3.    3.    5.    2.    1.    2.    4.
4.    4.    4.    4.    4.    3.    2.    1.
  50.  *    0.    1.    4.    3.    2.    3.    3.    5.    1.    1.    2.    4.
4.    3.    3.    6.    5.    5.    2.    2.
  60.  *    0.    1.    4.    3.    2.    3.    3.    4.    1.    1.    2.    3.
3.    3.    2.    7.    6.    6.    3.    2.
  70.  *    1.    2.    5.    4.    2.    2.    2.    3.    1.    0.    1.    3.
3.    2.    2.    7.    6.    7.    4.    2.
  80.  *    1.    2.    5.    4.    3.    1.    1.    2.    0.    0.    1.    2.
2.    2.    1.    7.    6.    7.    4.    3.
  90.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
2.    2.    1.    6.    5.    6.    4.    4.
 100.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    5.    4.    4.
 110.  *    2.    3.    4.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    5.    4.    4.
 120.  *    2.    2.    4.    5.    3.    0.    0.    1.    0.    0.    0.    2.
3.    0.    0.    6.    5.    5.    4.    4.
 130.  *    3.    3.    4.    5.    3.    0.    0.    1.    0.    0.    0.    1.
2.    0.    0.    6.    5.    5.    3.    3.
 140.  *    3.    4.    5.    5.    3.    0.    0.    1.    0.    0.    0.    1.
2.    0.    0.    5.    5.    4.    3.    2.
 150.  *    4.    4.    6.    5.    3.    0.    0.    2.    1.    0.    0.    0.
1.    0.    0.    5.    5.    4.    3.    2.
 160.  *    4.    4.    6.    5.    4.    0.    0.    3.    1.    0.    0.    0.
0.    0.    0.    5.    5.    4.    3.    2.
 170.  *    4.    4.    6.    5.    4.    0.    0.    3.    1.    1.    0.    0.
```

```
1.    1.    0.    5.    6.    5.    3.    2.
 180.  *    4.    4.    6.    6.    5.    0.    0.    4.    2.    1.    0.    0.
0.    1.    1.    5.    6.    5.    3.    2.
 190.  *    4.    4.    7.    6.    5.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    6.    3.    2.
 200.  *    3.    4.    7.    6.    6.    0.    1.    3.    2.    1.    0.    0.
1.    1.    1.    5.    6.    6.    2.    2.
 210.  *    2.    3.    7.    6.    6.    1.    2.    4.    2.    1.    0.    0.
2.    2.    1.    5.    5.    5.    2.    1.
 220.  *    2.    2.    5.    4.    4.    2.    3.    4.    3.    1.    0.    1.
4.    3.    2.    4.    3.    3.    1.    0.
 230.  *    1.    2.    3.    2.    2.    3.    4.    5.    4.    2.    1.    2.
5.    5.    3.    2.    2.    2.    0.    0.
 240.  *    1.    1.    2.    1.    1.    3.    4.    5.    4.    2.    1.    3.
6.    6.    4.    2.    1.    1.    0.    0.
 250.  *    1.    1.    2.    1.    0.    4.    4.    5.    5.    3.    1.    3.
6.    6.    4.    2.    1.    0.    0.    0.
 260.  *    0.    2.    2.    1.    0.    4.    4.    4.    5.    4.    2.    4.
6.    6.    4.    1.    1.    0.    0.    0.
 270.  *    0.    2.    2.    1.    0.    4.    4.    4.    5.    4.    2.    4.
5.    6.    4.    1.    0.    0.    0.    0.
 280.  *    0.    1.    2.    0.    0.    4.    4.    4.    4.    4.    2.    4.
4.    6.    4.    1.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    4.    4.    4.    4.    4.    2.    3.
4.    6.    5.    1.    0.    0.    0.    0.
 300.  *    0.    1.    2.    0.    0.    4.    4.    5.    4.    4.    2.    3.
4.    5.    5.    0.    0.    0.    0.    0.
 310.  *    0.    1.    1.    0.    0.    4.    4.    4.    4.    3.    2.    3.
4.    5.    6.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    3.    3.    3.
4.    5.    5.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    3.    4.
4.    5.    5.    0.    0.    2.    1.    0.
 340.  *    0.    0.    0.    0.    0.    3.    4.    3.    2.    2.    4.    4.
4.    5.    5.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    4.    4.
4.    5.    6.    0.    1.    2.    2.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    4.    2.    2.    4.    5.
5.    6.    6.    0.    1.    2.    2.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    4.    4.    7.    6.    6.    4.    4.    5.    5.    4.    4.    5.
6.    6.    7.    7.    6.    7.    4.    4.
 DEGR. *  180   190   200   200   200   270   270   240   260   280   350    20
240   260    20    70   190    80    90   100
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	1.	1.	2.	1.	1.
10.	*	1.	1.	2.	1.	1.
20.	*	1.	1.	2.	1.	1.
30.	*	1.	1.	2.	1.	0.
40.	*	1.	1.	1.	1.	0.
50.	*	1.	1.	1.	0.	0.
60.	*	1.	1.	1.	1.	1.
70.	*	1.	1.	2.	2.	2.
80.	*	1.	2.	3.	3.	2.
90.	*	2.	2.	4.	3.	2.
100.	*	1.	2.	3.	3.	2.
110.	*	1.	2.	3.	3.	2.
120.	*	1.	2.	3.	3.	2.
130.	*	1.	2.	3.	2.	2.
140.	*	2.	2.	3.	2.	2.
150.	*	2.	2.	3.	2.	2.
160.	*	2.	2.	3.	2.	2.
170.	*	2.	2.	3.	3.	2.
180.	*	2.	2.	3.	3.	2.
190.	*	2.	3.	4.	3.	3.
200.	*	3.	3.	4.	4.	3.
210.	*	4.	4.	5.	5.	4.
220.	*	4.	5.	6.	6.	5.
230.	*	4.	5.	6.	6.	6.
240.	*	3.	4.	5.	6.	5.
250.	*	2.	3.	4.	4.	4.
260.	*	2.	3.	4.	3.	3.
270.	*	1.	2.	3.	2.	2.
280.	*	1.	2.	3.	2.	1.
290.	*	1.	2.	3.	2.	1.
300.	*	1.	2.	2.	2.	1.
310.	*	1.	2.	2.	2.	1.
320.	*	1.	2.	2.	2.	1.
330.	*	1.	2.	2.	1.	0.
340.	*	1.	1.	2.	1.	1.
350.	*	1.	1.	2.	1.	1.
360.	*	1.	1.	2.	1.	1.
MAX	*	4.	5.	6.	6.	6.
DEGR.	*	220	220	220	230	230

THE HIGHEST CONCENTRATION OF 9. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:41

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26	57.0
2.	Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16	38.9
3.	Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80	7.4
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43	3.8
5.	Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37	3.0
7.	Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14	43.0
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65	4.5
9.	Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25	1.7
10.	Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37	2.7
11.	Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07	27.1
12.	Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87	8.2
14.	Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10	0.8
15.	Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50	91.1
16.	Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06	0.4
17.	Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12	1.0
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43	3.1
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.								

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0

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JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:41

1. Fen/Brook SB LTT * 90 66 3.0 849 1600
0.09 1 3
2. Fen/Brook NB TTR * 90 66 3.0 781 1600
0.09 1 3
3. Fen/Brook EB L * 90 47 3.0 542 1600
0.09 1 3
4. Fen/Brook EB LTT * 90 47 3.0 578 1600
0.09 1 3
5. Fen/Brook R * 90 47 3.0 121 1600
0.09 1 3
6. Park/Brook SB TTR * 90 56 3.0 571 1600
0.09 1 3
7. Park/Brook WB LLR * 90 61 3.0 969 1600
0.09 1 3
8. Park/Brook NWB LTTT * 90 63 3.0 769 1600
0.09 1 3

9. Park/Brook NWB R	*	90	63	3.0	96	1600	
0.09	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
0.09	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
0.09	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
0.09	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
0.09	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
0.09	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
0.09	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
0.09	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
0.09	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
0.09	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
0.09	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
0.09	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
0.09	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

DATE : 2/13/12
TIME : 10:32:41

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	0.	1.	2.	0.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	0.	1.	2.	0.	0.	0.	0.	2.	3.	2.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	0.	0.	2.	0.	0.	0.	0.	2.	2.	3.	1.	1.	1.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	0.	0.
40.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	4.	3.	2.	0.	0.
50.	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	4.	4.	3.	1.	0.
60.	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	3.	1.	0.
70.	0.	0.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	3.	1.	0.
80.	0.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.

```
  90.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 100.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    3.    3.    2.    1.
 110.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    1.    0.
0.    1.    1.    2.    3.    3.    1.    1.
 120.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    1.    1.
1.    1.    1.    3.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    0.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 140.  *    2.    2.    3.    3.    1.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 150.  *    1.    2.    3.    3.    1.    0.    1.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    2.    1.
 160.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
1.    1.    0.    2.    2.    3.    1.    1.
 170.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
1.    0.    0.    2.    2.    3.    1.    1.
 180.  *    1.    2.    3.    3.    2.    0.    0.    1.    1.    1.    1.    1.
0.    0.    0.    3.    2.    3.    1.    1.
 190.  *    1.    2.    4.    4.    3.    0.    1.    1.    0.    1.    1.    0.
0.    0.    1.    3.    3.    3.    1.    1.
 200.  *    2.    2.    4.    4.    4.    1.    1.    2.    0.    1.    1.    0.
1.    1.    2.    4.    3.    4.    2.    2.
 210.  *    1.    2.    4.    4.    4.    2.    2.    3.    1.    1.    1.    1.
2.    2.    3.    5.    4.    4.    2.    1.
 220.  *    0.    1.    3.    3.    3.    3.    3.    4.    2.    1.    1.    2.
3.    3.    4.    4.    3.    3.    1.    1.
 230.  *    0.    0.    1.    1.    1.    3.    3.    4.    2.    2.    2.    2.
3.    2.    4.    2.    1.    1.    0.    0.
 240.  *    0.    0.    1.    0.    0.    2.    3.    3.    1.    1.    1.    1.
2.    2.    2.    1.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    1.    1.
2.    1.    2.    0.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    1.    2.    0.    0.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    1.    2.    2.    2.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    0.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    0.    1.    2.    1.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    0.    1.    2.    0.    0.    0.    1.
3.    3.    2.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    2.    2.    4.    4.    4.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    5.    4.    4.    2.    2.
 DEGR. *  200   200   210   210   210   220   220   220   230   230   230   230
220    10   220   210   210   200   130   200
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JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.
10.	*	0.	0.	0.	0.	0.	1.	2.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	3.	3.	1.	1.	1.	2.	3.	4.	3.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	2.	3.	4.	3.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	0.	1.	3.	4.	4.	0.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	0.	2.	3.	0.	0.	0.	1.	3.	4.	4.	0.	1.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	0.	1.	2.	0.	0.	0.	0.	3.	3.	3.	1.	1.	1.	0.	0.
70.	*	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	0.	0.
80.	*	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	3.	3.	3.	0.	0.
90.	*	0.	0.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	4.	1.	0.
100.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	4.	2.	0.
110.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	4.	2.	1.
120.	*	1.	1.	3.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
130.	*	1.	2.	3.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
140.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.
150.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
160.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
170.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
180.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.
190.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.

```
 200.  *    1.    2.    4.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 210.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 220.  *    2.    2.    4.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    2.
 230.  *    2.    2.    5.    5.    4.    0.    0.    1.    0.    0.    0.    0.
0.    1.    1.    3.    4.    4.    2.    2.
 240.  *    2.    2.    4.    5.    4.    2.    2.    2.    1.    1.    0.    1.
1.    2.    2.    3.    4.    4.    2.    2.
 250.  *    1.    1.    4.    4.    3.    3.    3.    4.    1.    1.    1.    1.
3.    3.    2.    2.    3.    3.    1.    1.
 260.  *    0.    1.    2.    2.    2.    4.    4.    4.    2.    2.    1.    2.
4.    3.    3.    1.    1.    1.    1.    0.
 270.  *    0.    1.    1.    1.    1.    4.    4.    4.    2.    1.    1.    2.
4.    3.    3.    1.    1.    1.    0.    0.
 280.  *    0.    1.    1.    1.    1.    4.    4.    4.    2.    1.    1.    2.
4.    3.    2.    0.    0.    0.    0.    0.
 290.  *    1.    1.    1.    1.    0.    4.    4.    4.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    0.
 300.  *    1.    1.    1.    1.    0.    3.    4.    4.    2.    2.    1.    2.
3.    3.    2.    0.    0.    0.    0.    0.
 310.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    2.    0.    0.    0.    0.    1.
 320.  *    0.    1.    1.    0.    0.    3.    3.    4.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    1.    1.
 330.  *    0.    0.    0.    0.    0.    2.    3.    4.    2.    2.    2.    2.
3.    3.    3.    0.    0.    0.    1.    1.
 340.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    3.    5.    5.    5.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  170   230   230   240   240   270   270   270   330   320   330   340
270    30    50    90   240   240   120   230

 THE HIGHEST CONCENTRATION OF      5. ug/m**3 OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/28/12
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The MODE flag has been set to P for calculating PM averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Boyl/Jersey WB * 4012.7 3973.4 6010.1 4665.6 * 2114.
71. AG 0. 100.0 1.0 20.0 1.59 107.4
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.5 3937.7 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 1823.9 3037.0 * 2310.
247. AG 0. 100.0 1.0 10.0 1.21 117.4
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4022.2 3875.4 * 41.
162. AG 0. 100.0 1.0 10.0 0.25 2.1
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2222. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 227. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2012EX

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LINK VARIABLES

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

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2113.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	98.	0.0	1.0 42.0

♀

JOB: The Point RUN: 2012EX

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1.	Fen/Brook SB LTT	*	90	66	3.0	849	1600	0.09	1	3	
2.	Fen/Brook NB TTR	*	90	66	3.0	781	1600	0.09	1	3	
3.	Fen/Brook EB L	*	90	47	3.0	542	1600	0.09	1	3	
4.	Fen/Brook EB LTT	*	90	47	3.0	578	1600	0.09	1	3	
5.	Fen/Brook R	*	90	47	3.0	121	1600	0.09	1	3	
6.	Park/Brook SB TTR	*	90	56	3.0	571	1600	0.09	1	3	
7.	Park/Brook WB LLR	*	90	61	3.0	969	1600	0.09	1	3	
8.	Park/Brook NWB LTTT	*	90	63	3.0	769	1600	0.09	1	3	
9.	Park/Brook NWB R	*	90	63	3.0	96	1600	0.09	1	3	
10.	Park/Brook NEB TT	*	90	61	3.0	317	1600	0.09	1	3	
11.	Park/Brook NEB RR	*	90	61	3.0	908	1600	0.09	1	3	
12.	Full/Brook SB L	*	90	68	3.0	45	1600	0.09	1	3	
13.	Full/Brook SB TR	*	90	58	3.0	419	1600	0.09	1	3	
14.	Full/Brook WB LTR	*	90	32	3.0	188	1600	0.09	1	3	
15.	Full/Brook NB LTR	*	90	68	3.0	454	1600	0.09	1	3	
16.	Full/Brook EB L	*	90	22	3.0	71	1600	0.09	1	3	
17.	Full/Brook EB TR	*	90	32	3.0	110	1600	0.09	1	3	
18.	Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	0.09	1	3	
19.	Kil/Boyl NB LTR	*	90	66	3.0	78	1600	0.09	1	3	
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	0.09	1	3	
21.	Kil/Boyl SB LTR	*	90	66	3.0	239	1600	0.09	1	3	
22.	Boyl/Jersey WB	*	87	65	3.0	990	1600	0.09	1	3	
23.	Boyl/Jersey EB L	*	87	30	3.0	26	1600	0.09	1	3	

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     24. Boyl/Jersey EB TTR  *      87       30       3.0      1153       1600
 0.09      1        3
     25. Boyl/Jersey NB LTR  *      87       47       3.0       161       1600
 0.09      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	3.	3.	3.	2.	1.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	2.	3.	3.	1.	0.	1.	2.								

```
4.    4.    4.    0.    0.    0.    0.    0.
  60.  *    0.    0.    1.    1.    1.    2.    3.    3.    1.    0.    0.    1.
4.    3.    4.    1.    1.    1.    0.    0.
  70.  *    0.    0.    2.    2.    1.    1.    2.    2.    0.    0.    0.    1.
2.    2.    2.    2.    2.    2.    0.    0.
  80.  *    0.    1.    3.    3.    2.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    3.    3.    3.    1.    0.
  90.  *    0.    1.    4.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    3.    4.    4.    1.    1.
 100.  *    1.    2.    4.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 110.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 120.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 130.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    2.    1.
 140.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 150.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 160.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 170.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 180.  *    1.    1.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 190.  *    1.    1.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 200.  *    1.    1.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 210.  *    1.    1.    3.    3.    3.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 220.  *    1.    1.    3.    3.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    1.    1.
 230.  *    1.    1.    3.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 240.  *    1.    2.    4.    4.    4.    1.    1.    2.    0.    0.    0.    0.
1.    1.    1.    3.    4.    3.    1.    1.
 250.  *    1.    1.    2.    3.    3.    3.    3.    3.    1.    0.    0.    1.
2.    3.    3.    2.    2.    2.    1.    0.
 260.  *    0.    0.    1.    1.    1.    4.    3.    4.    2.    1.    1.    1.
3.    3.    3.    1.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    4.    3.    3.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    3.    3.    2.    2.    1.    1.    2.
2.    2.    2.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
2.    2.    2.    0.    0.    0.    0.    0.
```

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------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    2.    4.    4.    4.    4.    4.    4.    2.    1.    1.    2.
4.    4.    4.    3.    4.    4.    2.    1.
 DEGR. *  130   160    90   240   230   260   270   260   270     0    20    30
50    50    60    90    90    90   110   120

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC13.
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:53

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/13/12
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1. Fen/Brook SB LTT * 90 66 3.0 849 1600
0.05 1 3
2. Fen/Brook NB TTR * 90 66 3.0 781 1600
0.05 1 3
3. Fen/Brook EB L * 90 47 3.0 542 1600
0.05 1 3
4. Fen/Brook EB LTT * 90 47 3.0 578 1600
0.05 1 3
5. Fen/Brook R * 90 47 3.0 121 1600
0.05 1 3
6. Park/Brook SB TTR * 90 56 3.0 571 1600
0.05 1 3
7. Park/Brook WB LLR * 90 61 3.0 969 1600
0.05 1 3
8. Park/Brook NWB LTTT * 90 63 3.0 769 1600
0.05 1 3

9. Park/Brook NWB R	*	90	63	3.0	96	1600
0.05	1	3				
10. Park/Brook NEB TT	*	90	61	3.0	317	1600
0.05	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	908	1600
0.05	1	3				
12. Full/Brook SB L	*	90	68	3.0	45	1600
0.05	1	3				
13. Full/Brook SB TR	*	90	58	3.0	419	1600
0.05	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	188	1600
0.05	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	454	1600
0.05	1	3				
16. Full/Brook EB L	*	90	22	3.0	71	1600
0.05	1	3				
17. Full/Brook EB TR	*	90	32	3.0	110	1600
0.05	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600
0.05	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600
0.05	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600
0.05	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600
0.05	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:32:53

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	1.	2.	3.	3.	2.	1.	2.	2.	3.	3.	3.	0.	0.	1.	1.	0.
10.	0.	0.	0.	0.	1.	3.	3.	4.	2.	1.	2.	2.	3.	4.	4.	0.	1.	1.	1.	0.
20.	0.	0.	0.	0.	1.	3.	3.	4.	2.	1.	2.	2.	4.	4.	4.	1.	1.	2.	1.	0.
30.	0.	0.	1.	1.	1.	2.	3.	4.	2.	1.	1.	2.	5.	4.	5.	1.	2.	2.	1.	0.
40.	0.	1.	2.	2.	2.	2.	2.	3.	2.	1.	1.	2.	5.	4.	4.	2.	3.	3.	1.	1.
50.	0.	1.	3.	3.	3.	2.	2.	2.	1.	0.	1.	1.	4.	3.	3.	3.	3.	4.	2.	1.
60.	1.	2.	4.	4.	4.	2.	1.	1.	1.	0.	0.	1.	3.	3.	3.	3.	4.	4.	2.	1.

```
3.    2.    2.    3.    3.    4.    3.    2.
  70.  *    1.    2.    4.    4.    4.    1.    1.    1.    0.    0.    0.    1.
2.    1.    1.    3.    3.    4.    3.    2.
  80.  *    2.    2.    4.    3.    4.    1.    1.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    3.    3.    2.
  90.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    3.    2.
 100.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    1.
1.    1.    0.    2.    2.    2.    2.    2.
 110.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    1.
1.    1.    0.    2.    2.    2.    2.    2.
 120.  *    1.    2.    2.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    2.    2.
 130.  *    1.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    2.    1.
 140.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.    1.
 150.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.    1.
 160.  *    2.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.    1.
 170.  *    2.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    1.    1.
 180.  *    2.    2.    2.    3.    3.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    2.    2.    2.    1.    0.
 190.  *    1.    2.    3.    3.    3.    0.    0.    1.    1.    0.    0.    0.
1.    1.    1.    1.    2.    2.    1.    0.
 200.  *    1.    2.    3.    3.    4.    0.    0.    1.    1.    0.    0.    0.
2.    2.    1.    1.    2.    2.    0.    0.
 210.  *    1.    1.    2.    3.    3.    1.    1.    1.    1.    0.    0.    0.
2.    2.    2.    1.    1.    1.    0.    0.
 220.  *    0.    1.    2.    2.    2.    2.    2.    2.    1.    0.    0.    0.
3.    3.    2.    0.    0.    1.    0.    0.
 230.  *    0.    1.    2.    1.    1.    3.    2.    2.    2.    1.    0.    1.
4.    3.    3.    0.    0.    0.    0.    0.
 240.  *    0.    1.    1.    1.    1.    3.    2.    2.    2.    1.    0.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 250.  *    0.    1.    1.    1.    0.    3.    3.    2.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 260.  *    0.    1.    1.    1.    0.    4.    3.    2.    2.    1.    1.    1.
2.    3.    2.    0.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 310.  *    0.    0.    1.    0.    0.    2.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    2.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    2.
2.    2.    2.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
2.    3.    3.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    1.    2.    3.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    1.    1.    0.
```

```
-------------------------------------------
 MAX   *    2.    2.    4.    4.    4.    4.    3.    4.    2.    2.    2.    2.
5.    4.    5.    3.    3.    4.    3.    2.
 DEGR. *  160   170    60    70    70   260    20    20    10   320     0    10
30    30    30    50    60    60    70    80
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (ug/m**3)
 (DEGR)* 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.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  10.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    4.    0.    0.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    4.    1.    1.    1.    1.    0.
  30.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    2.
3.    3.    3.    1.    1.    1.    1.    1.
  40.  *    0.    0.    1.    1.    1.    2.    2.    3.    1.    0.    1.    2.
2.    2.    2.    2.    2.    2.    1.    1.
  50.  *    0.    0.    2.    1.    1.    2.    2.    2.    1.    1.    1.    2.
2.    2.    2.    3.    3.    2.    1.    1.
  60.  *    0.    0.    2.    2.    1.    2.    2.    2.    1.    0.    1.    2.
2.    2.    1.    4.    3.    3.    2.    1.
  70.  *    0.    1.    3.    2.    1.    1.    1.    2.    0.    0.    1.    2.
2.    1.    1.    4.    4.    4.    2.    1.
  80.  *    1.    1.    3.    2.    2.    0.    1.    1.    0.    0.    1.    1.
1.    1.    1.    4.    3.    4.    2.    2.
  90.  *    1.    2.    3.    3.    2.    0.    0.    0.    0.    0.    0.    1.
1.    1.    0.    3.    3.    3.    3.    2.
 100.  *    1.    2.    3.    3.    2.    0.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 110.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    3.    3.    2.    2.
 120.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    3.    3.    2.    2.
 130.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    3.    3.    3.    2.    2.
 140.  *    2.    2.    3.    3.    2.    0.    0.    1.    0.    0.    0.    0.
1.    0.    0.    3.    3.    2.    2.    2.
 150.  *    2.    2.    3.    3.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    2.    2.    1.
 160.  *    2.    2.    4.    3.    2.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    3.    3.    2.    2.    1.
 170.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
```

```
0.    0.    0.    3.    3.    3.    2.    1.
 180.  *    2.    3.    4.    3.    3.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 190.  *    2.    2.    4.    3.    3.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 200.  *    2.    2.    4.    4.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    0.    3.    3.    3.    1.    1.
 210.  *    1.    2.    4.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    1.    2.    3.    3.    1.    0.
 220.  *    1.    1.    3.    2.    2.    1.    1.    2.    2.    1.    0.    1.
2.    2.    1.    2.    2.    2.    0.    0.
 230.  *    1.    1.    2.    1.    1.    1.    2.    3.    2.    1.    0.    1.
3.    3.    2.    1.    1.    1.    0.    0.
 240.  *    0.    1.    1.    0.    0.    2.    2.    3.    2.    1.    1.    1.
3.    3.    2.    1.    1.    0.    0.    0.
 250.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    2.    2.    2.    3.    2.    1.    2.
3.    4.    2.    1.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    4.    2.    1.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    1.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    3.    3.    0.    0.    1.    1.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    1.    2.    2.
2.    3.    3.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    1.    2.    2.
2.    3.    3.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    2.    3.    4.    4.    3.    2.    2.    3.    3.    2.    2.    3.
3.    4.    4.    4.    4.    4.    3.    2.
 DEGR. *  150   180   200   200   200   280   260   240   250   290   350    10
240   260    10    60    70    80    90   110
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	0.	1.	1.	1.	0.
10.	*	0.	1.	1.	1.	0.
20.	*	1.	1.	1.	1.	0.
30.	*	1.	1.	1.	0.	0.
40.	*	1.	0.	0.	0.	0.
50.	*	0.	0.	1.	0.	0.
60.	*	0.	0.	1.	0.	0.
70.	*	1.	1.	1.	1.	1.
80.	*	1.	1.	2.	2.	1.
90.	*	1.	1.	2.	2.	1.
100.	*	1.	1.	2.	2.	1.
110.	*	1.	1.	2.	2.	1.
120.	*	1.	1.	2.	2.	1.
130.	*	1.	1.	2.	1.	1.
140.	*	1.	1.	2.	1.	1.
150.	*	1.	1.	2.	1.	1.
160.	*	1.	1.	2.	1.	1.
170.	*	1.	1.	2.	1.	1.
180.	*	1.	1.	2.	2.	1.
190.	*	1.	2.	2.	2.	2.
200.	*	2.	2.	2.	2.	2.
210.	*	2.	2.	3.	3.	2.
220.	*	2.	3.	4.	3.	3.
230.	*	2.	3.	3.	4.	3.
240.	*	2.	2.	3.	3.	3.
250.	*	1.	2.	2.	3.	2.
260.	*	1.	2.	2.	2.	1.
270.	*	1.	1.	2.	2.	1.
280.	*	0.	1.	2.	1.	1.
290.	*	0.	1.	1.	1.	0.
300.	*	0.	1.	1.	1.	0.
310.	*	0.	1.	1.	1.	0.
320.	*	0.	1.	1.	1.	0.
330.	*	0.	1.	1.	1.	0.
340.	*	0.	1.	1.	1.	0.
350.	*	0.	1.	1.	1.	0.
360.	*	0.	1.	1.	1.	0.
MAX	*	2.	3.	4.	4.	3.
DEGR.	*	220	230	220	230	230

THE HIGHEST CONCENTRATION OF 5. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:33

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26	57.0
2.	Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16	38.9
3.	Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80	7.4
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43	3.8
5.	Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37	3.0
7.	Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14	43.0
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65	4.5
9.	Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25	1.7
10.	Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37	2.7
11.	Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07	27.1
12.	Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87	8.2
14.	Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10	0.8
15.	Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50	91.1
16.	Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06	0.4
17.	Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12	1.0
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43	3.1
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.								

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0

♀

JOB: The Point RUN: 2012EX

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1. Fen/Brook SB LTT * 90 66 3.0 849 1600
0.05 1 3
2. Fen/Brook NB TTR * 90 66 3.0 781 1600
0.05 1 3
3. Fen/Brook EB L * 90 47 3.0 542 1600
0.05 1 3
4. Fen/Brook EB LTT * 90 47 3.0 578 1600
0.05 1 3
5. Fen/Brook R * 90 47 3.0 121 1600
0.05 1 3
6. Park/Brook SB TTR * 90 56 3.0 571 1600
0.05 1 3
7. Park/Brook WB LLR * 90 61 3.0 969 1600
0.05 1 3
8. Park/Brook NWB LTTT * 90 63 3.0 769 1600
0.05 1 3

9. Park/Brook NWB R	*	90	63	3.0	96	1600	
0.05	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
0.05	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
0.05	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
0.05	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
0.05	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
0.05	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
0.05	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
0.05	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
0.05	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
0.05	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
0.05	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
0.05	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
0.05	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

JOB: The Point RUN: 2012EX

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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	2.	1.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.
40.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.
50.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	0.	0.
60.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	0.	0.
70.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	0.
80.	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.

```
  90.  *    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 100.  *    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 110.  *    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 120.  *    1.    1.    1.    2.    0.    0.    0.    0.    0.    0.    1.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 130.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    1.    1.
0.    0.    0.    1.    2.    2.    1.    1.
 140.  *    1.    1.    2.    2.    0.    0.    0.    0.    1.    1.    1.    1.
0.    0.    0.    1.    1.    2.    1.    1.
 150.  *    1.    1.    2.    2.    1.    0.    0.    0.    1.    1.    1.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 160.  *    1.    1.    2.    2.    1.    0.    0.    0.    1.    1.    1.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 170.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 180.  *    0.    1.    2.    2.    1.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    1.    2.    1.    0.
 190.  *    0.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 200.  *    1.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    1.    2.    2.    2.    1.    1.
 210.  *    1.    1.    2.    2.    2.    1.    1.    2.    0.    0.    0.    0.
1.    1.    2.    3.    2.    2.    1.    1.
 220.  *    0.    0.    1.    2.    2.    1.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    0.    0.
 230.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    1.    2.    1.    1.    0.    0.    0.
 240.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    0.    0.    1.    0.    0.    0.    0.
1.    2.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    1.    2.    2.    1.    1.    1.    1.
2.    2.    2.    3.    2.    2.    1.    1.
 DEGR. *  140   200   200   200   200   240   220   220   220   230   230   220
220   220   220   210   210   210   210   210
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	0.	1.	2.	1.	0.	0.	1.	2.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	0.	1.	2.	0.	0.	0.	1.	2.	2.	0.	0.	1.	0.	0.	
50.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	0.	0.	1.	0.	0.	
60.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	1.	0.	1.	0.	0.	
70.	*	0.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	
80.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	0.	0.	
90.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
100.	*	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
110.	*	0.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
120.	*	0.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
130.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
140.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
150.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
160.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
170.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	
180.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	

```
 200.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 210.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 220.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 230.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 240.  *    1.    1.    3.    3.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    1.
 250.  *    0.    1.    2.    2.    2.    2.    2.    2.    1.    0.    0.    1.
1.    2.    1.    1.    1.    2.    1.    0.
 260.  *    0.    0.    1.    1.    1.    2.    2.    2.    1.    1.    0.    1.
2.    2.    2.    1.    1.    1.    0.    0.
 270.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    3.    3.    2.    2.    2.    3.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  230   230   240   240   230   270   260   260   320   270     0   340
30    30    40    90   240   240   140   230

 THE HIGHEST CONCENTRATION OF      3. ug/m**3 OCCURRED AT RECEPTOR REC16.
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:59:33

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Boyl/Jersey WB * 4012.7 3973.4 6010.1 4665.6 * 2114.
71. AG 0. 100.0 1.0 20.0 1.59 107.4
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.5 3937.7 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 1823.9 3037.0 * 2310.
247. AG 0. 100.0 1.0 10.0 1.21 117.4
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4022.2 3875.4 * 41.
162. AG 0. 100.0 1.0 10.0 0.25 2.1
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2222. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 227. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:59:33

LINK VARIABLES

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

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2113.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	98.	0.0	1.0 42.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:59:33

1.	Fen/Brook SB LTT	*	90	66	3.0	849	1600	0.05	1	3	
2.	Fen/Brook NB TTR	*	90	66	3.0	781	1600	0.05	1	3	
3.	Fen/Brook EB L	*	90	47	3.0	542	1600	0.05	1	3	
4.	Fen/Brook EB LTT	*	90	47	3.0	578	1600	0.05	1	3	
5.	Fen/Brook R	*	90	47	3.0	121	1600	0.05	1	3	
6.	Park/Brook SB TTR	*	90	56	3.0	571	1600	0.05	1	3	
7.	Park/Brook WB LLR	*	90	61	3.0	969	1600	0.05	1	3	
8.	Park/Brook NWB LTTT	*	90	63	3.0	769	1600	0.05	1	3	
9.	Park/Brook NWB R	*	90	63	3.0	96	1600	0.05	1	3	
10.	Park/Brook NEB TT	*	90	61	3.0	317	1600	0.05	1	3	
11.	Park/Brook NEB RR	*	90	61	3.0	908	1600	0.05	1	3	
12.	Full/Brook SB L	*	90	68	3.0	45	1600	0.05	1	3	
13.	Full/Brook SB TR	*	90	58	3.0	419	1600	0.05	1	3	
14.	Full/Brook WB LTR	*	90	32	3.0	188	1600	0.05	1	3	
15.	Full/Brook NB LTR	*	90	68	3.0	454	1600	0.05	1	3	
16.	Full/Brook EB L	*	90	22	3.0	71	1600	0.05	1	3	
17.	Full/Brook EB TR	*	90	32	3.0	110	1600	0.05	1	3	
18.	Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	0.05	1	3	
19.	Kil/Boyl NB LTR	*	90	66	3.0	78	1600	0.05	1	3	
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	0.05	1	3	
21.	Kil/Boyl SB LTR	*	90	66	3.0	239	1600	0.05	1	3	
22.	Boyl/Jersey WB	*	87	65	3.0	990	1600	0.05	1	3	
23.	Boyl/Jersey EB L	*	87	30	3.0	26	1600	0.05	1	3	

```
     24. Boyl/Jersey EB TTR  *      87       30       3.0      1153       1600
 0.05      1        3
     25. Boyl/Jersey NB LTR  *      87       47       3.0       161       1600
 0.05      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.

```
2.    2.    2.    0.    0.    0.    0.    0.
  60.  *    0.    0.    0.    0.    0.    1.    2.    2.    0.    0.    0.    1.
2.    2.    2.    0.    0.    1.    0.    0.
  70.  *    0.    0.    1.    1.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
  80.  *    0.    0.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    1.    0.
  90.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 100.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 110.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 120.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 130.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 140.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 160.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 170.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 180.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 190.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 200.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 220.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 230.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 240.  *    0.    1.    2.    2.    2.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
 250.  *    0.    1.    1.    2.    2.    2.    2.    2.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    0.    1.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
```

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------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  120   110    90   210   230   260   260   260   280   340     0    20
40    60    50    90    90    90   100   130

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC3 .
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:23

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	192.	100.0	1.0	20.0	1.51	102.7
2.	Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	192.	100.0	1.0	20.0	1.46	93.2
3.	Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	68.	100.0	1.0	10.0	1.01	17.9
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	137.	100.0	1.0	20.0	0.47	4.2
5.	Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51	4.1
7.	Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	177.	100.0	1.0	20.0	1.34	88.5
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56	3.8
9.	Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32	2.2
10.	Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	177.	100.0	1.0	20.0	0.56	4.1
11.	Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32	84.3
12.	Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	84.	100.0	1.0	10.0	1.12	44.8
14.	Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	93.	100.0	1.0	20.0	0.10	0.9
15.	Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	99.	100.0	1.0	10.0	1.94	160.9
16.	Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10	0.7
17.	Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37	3.1
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	70.	100.0	1.0	20.0	0.50	3.6
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.								

```
160. AG     96. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG     70. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG    192. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   8.9   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   8.9   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   8.9   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   8.9   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   9.2   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   8.9   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   9.2   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   8.9   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   8.9   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   8.9   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   8.9   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   8.9   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   8.9   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   8.9   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   9.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   8.9   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   9.0   1.0 54.0
♀
                              PAGE  2
      JOB: The Point                                          RUN: 2017NB


      DATE :  2/13/12
      TIME : 10:33:23

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

-------------------------*-------------------------------------------------------
---------------------
      1. Fen/Brook SB LTT     *      90       66       3.0      1020       1600
48.73      1        3
      2. Fen/Brook NB TTR     *      90       66       3.0       985       1600
48.73      1        3
      3. Fen/Brook EB L       *      90       47       3.0       680       1600
```

48.73	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	640	1600	
48.73	1	3					
5. Fen/Brook R	*	90	47	3.0	125	1600	
48.73	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	790	1600	
48.73	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	1140	1600	
48.73	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600	
48.73	1	3					
9. Park/Brook NWB R	*	90	63	3.0	125	1600	
48.73	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600	
48.73	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
48.73	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
48.73	1	3					
13. Full/Brook SB TR	*	90	58	3.0	540	1600	
48.73	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	195	1600	
48.73	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	585	1600	
48.73	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
48.73	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
48.73	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	
48.73	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
48.73	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
48.73	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600	
48.73	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*

21. Park/Brook NE1	*	2565.8	3655.2	6.0 *
22. Park/Brook NE2	*	2619.6	3603.0	6.0 *
23. Park/Brook NE3	*	2673.4	3550.7	6.0 *
24. Park/Brook NE4	*	2717.8	3611.1	6.0 *

♀

DATE : 2/13/12
TIME : 10:33:23

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Park/Brook NE5	2762.3	3671.5	6.0
26. Park/Brook SE1	2897.9	3502.4	6.0
27. Park/Brook SE2	2826.4	3479.7	6.0
28. Park/Brook SE3	2755.0	3456.9	6.0
29. Park/Brook SE4	2798.9	3396.1	6.0
30. Park/Brook SE5	2842.8	3335.3	6.0
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

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MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) *	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	*	0.0	0.0	0.0	0.1	0.3	1.8	2.0	2.1	1.7	0.8	1.2	1.3	1.5	2.0	2.0	0.1	0.3	0.8	0.5	0.2

```
  10.  *   0.0   0.0   0.1   0.1   0.3   1.7   2.3   2.3   2.0   0.8   1.2   1.4
2.0   2.3   2.3   0.1   0.3   0.8   0.4   0.2
  20.  *   0.0   0.1   0.2   0.3   0.4   1.5   2.1   2.6   1.7   0.8   1.1   1.8
2.5   2.9   2.9   0.2   0.4   0.9   0.4   0.2
  30.  *   0.0   0.2   0.5   0.7   0.8   1.6   2.0   2.3   1.8   0.6   1.0   1.4
3.4   3.0   2.9   0.8   0.9   1.2   0.7   0.3
  40.  *   0.2   0.3   1.3   1.1   1.4   1.3   1.5   1.7   1.2   0.4   0.7   1.1
3.3   3.0   2.8   1.2   1.6   1.9   0.8   0.6
  50.  *   0.3   0.6   2.1   2.0   1.9   1.2   1.1   1.3   0.8   0.2   0.4   0.9
2.7   2.1   2.0   1.9   1.8   2.4   1.3   0.7
  60.  *   0.6   1.0   2.4   2.3   2.3   1.2   1.0   0.7   0.4   0.1   0.3   0.6
2.1   1.4   1.1   1.8   1.9   2.5   1.8   1.0
  70.  *   0.7   1.2   2.6   2.5   2.5   1.2   0.7   0.4   0.3   0.0   0.2   0.5
1.5   1.0   0.6   1.6   1.6   2.1   2.0   1.2
  80.  *   1.0   1.3   2.4   2.3   2.1   0.9   0.4   0.2   0.1   0.0   0.1   0.4
1.1   0.7   0.4   1.3   1.2   1.8   2.2   1.3
  90.  *   0.6   1.3   2.0   2.2   1.8   0.8   0.4   0.2   0.1   0.0   0.1   0.4
0.9   0.6   0.3   1.2   1.2   1.3   1.5   1.3
 100.  *   0.9   1.2   1.9   2.1   1.7   0.6   0.2   0.1   0.0   0.0   0.1   0.4
0.8   0.5   0.2   1.1   1.1   1.1   1.3   1.3
 110.  *   0.7   1.0   1.6   2.0   1.8   0.5   0.2   0.1   0.0   0.0   0.1   0.4
0.8   0.5   0.2   1.1   1.2   1.1   1.0   1.1
 120.  *   0.6   0.8   1.5   2.0   1.8   0.4   0.1   0.1   0.0   0.0   0.1   0.4
0.7   0.4   0.2   1.1   1.1   1.1   0.8   0.9
 130.  *   0.6   0.8   1.4   2.0   1.8   0.2   0.1   0.1   0.0   0.0   0.0   0.3
0.7   0.4   0.2   1.1   1.1   0.9   0.7   0.8
 140.  *   1.1   1.0   1.4   1.9   1.8   0.1   0.1   0.2   0.0   0.0   0.0   0.3
0.7   0.4   0.2   1.1   1.1   1.0   0.6   0.4
 150.  *   1.0   1.1   1.1   1.7   1.8   0.2   0.1   0.2   0.1   0.0   0.0   0.2
0.7   0.4   0.2   1.1   1.1   0.9   0.5   0.4
 160.  *   1.1   1.2   1.2   1.8   1.8   0.2   0.1   0.3   0.2   0.0   0.0   0.2
0.6   0.4   0.2   1.1   1.1   1.0   0.7   0.4
 170.  *   1.1   1.5   1.1   1.9   1.9   0.2   0.1   0.3   0.3   0.0   0.0   0.2
0.7   0.5   0.3   1.1   1.2   1.2   0.8   0.4
 180.  *   1.0   1.5   1.3   1.9   2.2   0.2   0.3   0.3   0.4   0.1   0.0   0.2
0.8   0.6   0.4   1.1   1.2   1.2   0.7   0.5
 190.  *   0.9   1.4   1.7   1.9   2.2   0.2   0.3   0.4   0.6   0.1   0.0   0.3
1.0   0.8   0.5   1.1   1.4   1.4   0.7   0.4
 200.  *   0.7   1.3   1.8   2.0   2.2   0.4   0.4   0.5   0.8   0.1   0.1   0.3
1.6   1.3   1.0   1.1   1.3   1.4   0.6   0.3
 210.  *   0.6   1.0   2.0   1.7   2.0   0.9   0.8   0.8   1.3   0.2   0.2   0.4
2.3   2.1   1.7   0.9   1.0   1.1   0.3   0.2
 220.  *   0.4   0.7   1.3   1.2   1.4   1.5   1.2   1.5   1.5   0.6   0.4   0.5
2.7   2.6   2.3   0.4   0.4   0.5   0.2   0.0
 230.  *   0.3   0.5   0.9   0.7   0.8   1.8   1.6   1.8   1.6   0.8   0.6   0.6
2.7   2.6   2.4   0.1   0.2   0.2   0.0   0.0
 240.  *   0.2   0.4   0.7   0.4   0.3   2.0   1.7   1.7   1.4   0.7   0.6   0.7
2.1   2.3   2.1   0.0   0.0   0.0   0.0   0.0
 250.  *   0.2   0.4   0.7   0.4   0.1   1.9   1.7   1.5   1.3   0.7   0.6   0.8
1.7   2.0   1.9   0.0   0.0   0.0   0.0   0.0
 260.  *   0.1   0.4   0.9   0.4   0.1   2.2   1.5   1.4   1.2   0.8   0.7   0.7
1.5   1.8   1.6   0.0   0.0   0.0   0.0   0.0
 270.  *   0.1   0.5   0.9   0.2   0.0   1.9   1.7   1.3   1.2   0.7   0.7   0.8
1.2   1.5   1.5   0.0   0.0   0.0   0.0   0.0
 280.  *   0.2   0.5   0.8   0.2   0.0   1.8   2.0   1.3   1.0   0.7   0.7   0.7
1.0   1.4   1.6   0.0   0.0   0.0   0.0   0.0
 290.  *   0.2   0.5   0.7   0.1   0.0   1.6   2.0   1.4   1.2   0.7   0.6   0.7
0.9   1.4   1.5   0.0   0.0   0.0   0.0   0.0
 300.  *   0.1   0.4   0.6   0.0   0.0   1.7   1.9   1.6   1.0   0.7   0.6   0.7
0.8   1.4   1.5   0.0   0.0   0.0   0.0   0.0
 310.  *   0.1   0.2   0.3   0.0   0.0   1.6   1.8   1.7   1.4   0.7   0.6   0.7
0.8   1.4   1.5   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.2   0.2   0.0   0.0   1.5   1.8   1.7   1.4   0.7   0.7   0.7
```

```
1.1   1.4   1.5   0.0   0.0   0.2   0.1   0.0
 330.  *   0.0   0.0   0.0   0.0   0.1   1.5   1.6   1.5   1.3   0.8   0.8   1.0
1.3   1.5   1.5   0.0   0.0   0.5   0.3   0.1
 340.  *   0.0   0.0   0.0   0.0   0.2   1.5   2.0   1.6   1.2   0.7   1.1   0.9
1.4   1.5   1.6   0.0   0.1   0.6   0.4   0.1
 350.  *   0.0   0.0   0.0   0.1   0.2   1.7   2.1   1.8   1.6   0.7   1.0   1.1
1.3   1.9   1.8   0.0   0.2   0.7   0.4   0.1
 360.  *   0.0   0.0   0.0   0.1   0.3   1.8   2.0   2.1   1.7   0.8   1.2   1.3
1.5   2.0   2.0   0.1   0.3   0.8   0.5   0.2

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   1.1   1.5   2.6   2.5   2.5   2.2   2.3   2.6   2.0   0.8   1.2   1.8
3.4   3.0   2.9   1.9   1.9   2.5   2.2   1.3
 DEGR. *  140   170    70    70    70   260    10    20    10    10     0    20
30    30    30    50    60    60    80    80
```

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JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (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   1.1   1.3   1.2   0.9   0.6   1.6   1.7
1.8   2.0   2.2   0.1   0.2   0.4   0.4   0.1
  10.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.4   1.0   0.5   1.4   2.1
1.7   1.9   2.4   0.1   0.2   0.4   0.4   0.1
  20.  *   0.0   0.0   0.1   0.1   0.1   1.2   1.3   1.6   0.8   0.5   1.2   2.1
1.8   1.9   2.3   0.3   0.3   0.5   0.3   0.2
  30.  *   0.0   0.1   0.6   0.4   0.3   1.0   1.2   1.9   0.8   0.4   1.0   2.0
1.7   1.6   2.0   0.7   0.7   0.8   0.4   0.3
  40.  *   0.1   0.2   1.3   0.9   0.7   1.0   1.2   1.9   0.6   0.4   0.6   1.7
1.6   1.4   1.6   1.4   1.2   1.2   0.6   0.4
  50.  *   0.2   0.3   1.6   1.3   0.9   1.0   1.1   1.7   0.5   0.3   0.7   1.6
1.5   1.2   1.1   2.3   1.9   1.7   0.7   0.5
  60.  *   0.2   0.5   1.7   1.4   0.9   1.0   1.1   1.6   0.4   0.2   0.7   1.5
1.4   1.2   0.9   2.5   2.2   2.1   1.0   0.5
  70.  *   0.3   0.7   2.0   1.8   1.0   0.8   0.9   1.3   0.2   0.1   0.5   1.1
1.2   0.9   0.5   2.5   2.3   2.5   1.2   0.8
  80.  *   0.5   1.1   2.0   2.0   1.2   0.3   0.4   0.7   0.0   0.0   0.4   0.9
1.2   0.7   0.4   2.6   1.9   2.5   1.5   1.2
  90.  *   0.8   1.2   1.8   2.1   1.2   0.0   0.1   0.5   0.0   0.0   0.4   0.9
1.1   0.5   0.2   2.2   1.8   2.2   1.4   1.1
 100.  *   0.7   1.2   1.7   2.0   1.3   0.0   0.0   0.3   0.0   0.0   0.3   0.8
1.2   0.4   0.2   2.2   1.6   1.7   1.3   1.0
 110.  *   0.6   1.0   1.6   2.0   1.3   0.0   0.0   0.3   0.0   0.0   0.3   0.7
1.2   0.3   0.1   1.9   1.8   1.8   1.3   1.0
```

```
 120.  *   0.7   1.0   1.6   2.0   1.3   0.0   0.0   0.4   0.0   0.0   0.2   0.6
1.3   0.2   0.1   1.9   2.0   1.8   1.3   1.0
 130.  *   0.6   1.0   1.6   2.0   1.3   0.0   0.0   0.4   0.0   0.0   0.1   0.4
1.0   0.1   0.1   1.9   1.8   1.7   1.2   0.9
 140.  *   1.0   1.2   1.9   2.0   1.4   0.0   0.0   0.5   0.1   0.0   0.1   0.2
0.6   0.1   0.1   1.8   1.7   1.6   1.2   0.8
 150.  *   1.1   1.4   2.0   2.0   1.4   0.0   0.0   0.9   0.3   0.1   0.0   0.1
0.5   0.1   0.1   1.8   1.7   1.4   1.0   0.7
 160.  *   0.9   1.5   2.3   2.2   1.6   0.0   0.0   1.2   0.4   0.2   0.0   0.0
0.3   0.1   0.1   1.7   1.9   1.6   0.9   0.5
 170.  *   1.1   1.4   2.2   2.2   1.8   0.0   0.1   1.5   0.5   0.2   0.0   0.0
0.2   0.2   0.2   1.7   2.0   1.7   1.1   0.7
 180.  *   1.0   1.3   2.3   2.3   2.1   0.0   0.2   1.6   0.6   0.3   0.0   0.0
0.2   0.2   0.3   1.8   2.2   1.9   0.9   0.8
 190.  *   1.1   1.5   2.4   2.2   2.3   0.1   0.3   1.6   0.6   0.4   0.0   0.0
0.2   0.3   0.3   1.8   2.2   1.9   0.9   0.6
 200.  *   1.0   1.3   2.8   2.4   2.5   0.1   0.5   1.6   0.8   0.4   0.0   0.1
0.4   0.4   0.4   1.8   2.4   2.2   1.0   0.6
 210.  *   0.6   1.2   2.4   2.3   2.2   0.4   0.9   1.6   0.9   0.5   0.1   0.4
0.9   0.9   0.8   1.8   1.9   1.8   0.6   0.3
 220.  *   0.5   0.7   1.8   1.4   1.2   0.6   1.0   1.7   1.3   0.7   0.3   0.7
1.5   1.5   1.2   1.1   1.3   1.2   0.3   0.2
 230.  *   0.3   0.5   1.0   0.8   0.3   1.0   1.4   2.1   1.8   0.8   0.5   0.9
2.0   1.9   1.4   0.7   0.6   0.6   0.1   0.0
 240.  *   0.2   0.3   0.4   0.2   0.1   1.2   1.7   2.1   1.7   1.0   0.7   0.8
2.1   1.9   1.5   0.6   0.2   0.1   0.1   0.0
 250.  *   0.2   0.3   0.4   0.2   0.1   1.1   1.5   1.7   1.9   1.0   0.5   0.9
2.1   1.8   1.4   0.5   0.1   0.1   0.0   0.0
 260.  *   0.1   0.4   0.4   0.2   0.1   1.4   1.5   1.6   2.2   1.1   0.6   1.2
2.1   2.0   1.4   0.4   0.2   0.0   0.0   0.0
 270.  *   0.1   0.4   0.4   0.2   0.0   1.3   1.3   1.4   1.9   1.5   0.7   1.2
1.9   1.9   1.3   0.4   0.2   0.0   0.0   0.0
 280.  *   0.1   0.4   0.4   0.1   0.0   1.3   1.3   1.4   1.6   1.6   0.8   1.3
1.6   1.9   1.5   0.3   0.0   0.0   0.0   0.0
 290.  *   0.0   0.3   0.4   0.1   0.0   1.4   1.4   1.4   1.4   1.7   0.8   1.2
1.3   1.9   1.6   0.2   0.0   0.0   0.0   0.0
 300.  *   0.0   0.2   0.4   0.0   0.0   1.3   1.5   1.6   1.2   1.4   0.7   1.1
1.2   1.8   1.9   0.2   0.0   0.0   0.0   0.0
 310.  *   0.0   0.1   0.2   0.0   0.0   1.3   1.5   1.5   1.3   1.3   0.8   1.1
1.1   1.9   1.9   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.1   0.1   0.0   0.0   1.2   1.5   1.3   1.0   1.1   1.0   1.2
1.2   1.8   1.6   0.0   0.0   0.3   0.2   0.0
 330.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.5   1.2   0.9   0.9   1.1   1.2
1.2   1.7   1.6   0.0   0.0   0.4   0.3   0.0
 340.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.6   1.1   0.9   0.8   1.6   1.4
1.5   1.8   1.8   0.0   0.1   0.4   0.3   0.0
 350.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.4   1.1   0.9   0.7   1.6   1.8
1.5   1.9   2.1   0.0   0.1   0.4   0.4   0.1
 360.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.2   0.9   0.6   1.6   1.7
1.8   2.0   2.2   0.1   0.2   0.4   0.4   0.1

------*-------------------------------------------------------------------------
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 MAX   *   1.1   1.5   2.8   2.4   2.5   1.4   1.7   2.1   2.2   1.7   1.6   2.1
2.1   2.0   2.4   2.6   2.4   2.5   1.5   1.2
 DEGR. *  150   160   200   200   200   260   240   230   260   290     0    10
240     0    10    80   200    70    80    80

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MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45
0.	0.4	0.4	0.6	0.5	0.3
10.	0.4	0.5	0.7	0.6	0.3
20.	0.5	0.6	0.8	0.6	0.3
30.	0.6	0.6	0.7	0.5	0.3
40.	0.6	0.4	0.5	0.2	0.1
50.	0.4	0.4	0.3	0.0	0.0
60.	0.3	0.4	0.4	0.3	0.2
70.	0.4	0.6	0.9	0.7	0.7
80.	0.7	0.7	1.4	1.0	0.9
90.	0.6	0.7	1.4	1.1	0.8
100.	0.5	0.8	1.3	1.0	0.8
110.	0.5	0.7	1.2	1.0	0.8
120.	0.5	0.8	1.2	1.0	0.8
130.	0.6	0.8	1.1	0.9	0.8
140.	0.6	0.8	1.0	0.8	0.8
150.	0.7	0.8	1.0	0.8	0.8
160.	0.7	0.8	1.1	0.9	0.9
170.	0.8	0.8	1.1	0.8	0.8
180.	0.8	0.9	1.3	0.9	0.8
190.	0.9	1.1	1.3	0.9	0.8
200.	1.1	1.3	1.6	1.3	1.1
210.	1.4	1.8	1.9	1.8	1.5
220.	1.6	1.7	2.3	2.4	1.9
230.	1.6	1.7	2.3	2.3	2.1
240.	1.1	1.4	1.7	1.8	1.7
250.	0.9	1.2	1.4	1.6	1.3
260.	0.6	1.1	1.2	1.2	0.9
270.	0.4	0.9	1.1	1.0	0.8
280.	0.4	0.7	1.1	0.9	0.5
290.	0.3	0.6	1.1	0.7	0.4
300.	0.3	0.6	1.0	0.7	0.4
310.	0.3	0.6	1.0	0.6	0.3
320.	0.3	0.6	1.0	0.6	0.3
330.	0.3	0.6	0.9	0.5	0.3
340.	0.3	0.5	0.8	0.5	0.3
350.	0.3	0.5	0.7	0.6	0.3
360.	0.4	0.4	0.6	0.5	0.3
MAX	1.6	1.8	2.3	2.4	2.1
DEGR.	230	210	220	220	230

THE HIGHEST CONCENTRATION OF 3.40 PPM OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:30

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	192.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	192.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	68.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	137.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	177.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	177.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	84.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	93.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	99.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	70.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 96. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 70. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3355.5 3815.6 * 37.
337. AG 192. 100.0 1.0 20.0 0.30 1.9
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 700. 8.9 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2130. 8.9 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1445. 8.9 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 8.9 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 9.2 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2625. 8.9 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1495. 9.2 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1340. 8.9 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2390. 8.9 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 8.9 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1405. 8.9 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 8.9 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1175. 8.9 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2465. 8.9 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 9.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2490. 8.9 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 295. 9.0 1.0 54.0

♀

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:30

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	*	90	66	3.0	1020	1600	48.73	1	3
2. Fen/Brook NB TTR	*	90	66	3.0	985	1600	48.73	1	3
3. Fen/Brook EB L	*	90	47	3.0	680	1600			

48.73	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	640	1600	
48.73	1	3					
5. Fen/Brook R	*	90	47	3.0	125	1600	
48.73	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	790	1600	
48.73	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	1140	1600	
48.73	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600	
48.73	1	3					
9. Park/Brook NWB R	*	90	63	3.0	125	1600	
48.73	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600	
48.73	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
48.73	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
48.73	1	3					
13. Full/Brook SB TR	*	90	58	3.0	540	1600	
48.73	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	195	1600	
48.73	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	585	1600	
48.73	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
48.73	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
48.73	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	
48.73	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
48.73	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
48.73	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600	
48.73	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*

21. Kil/Boyl NE1	3353.1	3935.2	6.0
22. Kil/Boyl NE2	3378.7	3864.7	6.0
23. Kil/Boyl NE3	3404.3	3794.2	6.0
24. Kil/Boyl NE4	3474.8	3819.7	6.0

♀

DATE : 2/13/12
TIME : 10:33:30

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Kil/Boyl NE5	3545.3	3845.3	6.0
26. Kil/Boyl SE1	3583.3	3742.1	6.0
27. Kil/Boyl SE2	3512.8	3716.5	6.0
28. Kil/Boyl SE3	3442.3	3690.9	6.0
29. Kil/Boyl SE4	3468.5	3620.6	6.0
30. Kil/Boyl SE5	3494.7	3550.4	6.0
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (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	0.5	0.7	0.8	0.4	0.3	0.3	0.4	0.9	1.0	1.0	0.1	0.1	0.3	0.1	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	0.3	0.3	0.3	0.4	1.0	1.1	1.0	0.2	0.2	0.3	0.1	0.0
20.	0.0	0.0	0.1	0.1	0.2	0.5	0.6	1.0	0.3	0.1	0.1	0.3	1.0	1.0	1.3	0.5	0.3	0.4	0.1	0.0
30.	0.0	0.0	0.4	0.4	0.5	0.5	0.6	0.7	0.3	0.1	0.1	0.3								

```
0.9   0.8   1.2   1.2   1.0   0.8   0.2   0.0
  40.   *   0.1   0.2   0.9   0.8   0.9   0.3   0.3   0.5   0.1   0.0   0.0   0.1
0.6   0.5   0.9   1.8   1.5   1.3   0.5   0.1
  50.   *   0.1   0.3   1.1   1.1   1.1   0.1   0.1   0.1   0.0   0.0   0.0   0.0
0.3   0.1   0.3   1.8   1.6   1.6   0.6   0.2
  60.   *   0.3   0.4   1.2   1.1   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.5   1.6   1.4   0.7   0.3
  70.   *   0.3   0.4   1.0   0.9   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.4   1.2   0.8   0.3
  80.   *   0.3   0.4   0.9   1.0   0.8   0.0   0.0   0.0   0.0   0.1   0.1   0.1
0.1   0.0   0.1   1.1   1.3   1.3   0.6   0.4
  90.   *   0.3   0.4   0.8   0.9   0.7   0.0   0.0   0.1   0.1   0.1   0.1   0.1
0.2   0.1   0.1   1.0   1.3   1.3   0.6   0.4
 100.   *   0.3   0.4   0.9   1.0   0.8   0.1   0.1   0.1   0.1   0.1   0.2   0.1
0.2   0.2   0.2   1.0   1.1   1.2   0.8   0.5
 110.   *   0.3   0.4   0.9   1.1   0.8   0.1   0.1   0.1   0.1   0.2   0.2   0.2
0.2   0.2   0.3   1.0   1.2   1.1   0.7   0.5
 120.   *   0.4   0.5   1.0   1.1   0.8   0.1   0.1   0.2   0.2   0.2   0.3   0.2
0.2   0.2   0.3   1.1   1.2   1.2   0.6   0.5
 130.   *   0.6   0.7   1.0   1.2   0.8   0.1   0.2   0.2   0.2   0.3   0.4   0.2
0.2   0.3   0.3   1.0   1.2   1.2   0.6   0.4
 140.   *   0.5   0.9   1.2   1.2   0.9   0.2   0.2   0.2   0.2   0.3   0.5   0.3
0.3   0.2   0.2   1.0   1.0   1.3   0.7   0.4
 150.   *   0.5   0.7   1.2   1.2   0.9   0.2   0.2   0.4   0.3   0.3   0.3   0.2
0.2   0.2   0.2   1.0   1.0   1.2   0.6   0.6
 160.   *   0.6   0.9   1.3   1.3   1.1   0.2   0.3   0.3   0.2   0.4   0.3   0.3
0.2   0.2   0.2   0.9   1.0   1.3   0.6   0.4
 170.   *   0.4   0.8   1.3   1.3   1.1   0.2   0.2   0.3   0.2   0.3   0.3   0.3
0.2   0.2   0.1   1.0   1.0   1.4   0.4   0.4
 180.   *   0.5   0.8   1.3   1.4   1.2   0.2   0.2   0.4   0.2   0.3   0.3   0.2
0.2   0.1   0.1   1.3   1.1   1.3   0.6   0.5
 190.   *   0.4   0.8   1.6   1.4   1.2   0.2   0.2   0.3   0.2   0.3   0.3   0.2
0.1   0.2   0.3   1.5   1.3   1.5   0.6   0.4
 200.   *   0.5   0.7   1.5   1.5   1.7   0.1   0.3   0.5   0.1   0.2   0.2   0.1
0.3   0.3   0.5   1.8   1.6   1.5   0.5   0.5
 210.   *   0.4   0.7   1.6   1.6   1.7   0.6   0.7   1.0   0.3   0.2   0.2   0.3
0.8   0.8   1.2   2.2   1.7   1.4   0.6   0.4
 220.   *   0.0   0.4   1.1   1.1   1.1   0.9   1.0   1.3   0.6   0.5   0.5   0.6
1.0   1.0   1.5   1.8   1.3   1.0   0.3   0.1
 230.   *   0.0   0.1   0.5   0.3   0.3   0.8   0.9   1.1   0.5   0.6   0.6   0.6
0.9   0.9   1.2   0.7   0.4   0.3   0.0   0.0
 240.   *   0.0   0.1   0.3   0.2   0.1   0.8   0.8   1.1   0.3   0.3   0.3   0.3
0.9   0.7   0.9   0.3   0.1   0.1   0.0   0.0
 250.   *   0.0   0.0   0.3   0.1   0.0   0.7   0.9   1.0   0.4   0.3   0.3   0.3
0.9   0.6   0.8   0.1   0.0   0.0   0.0   0.0
 260.   *   0.0   0.0   0.3   0.0   0.0   0.7   0.9   1.0   0.5   0.3   0.2   0.3
0.9   0.5   0.8   0.1   0.0   0.0   0.0   0.0
 270.   *   0.0   0.0   0.2   0.0   0.0   0.5   0.8   0.9   0.6   0.3   0.2   0.4
0.9   0.5   0.7   0.1   0.0   0.0   0.0   0.0
 280.   *   0.0   0.0   0.2   0.0   0.0   0.5   0.8   0.8   0.4   0.2   0.2   0.4
0.8   0.5   0.6   0.0   0.0   0.0   0.0   0.0
 290.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.7   0.7   0.6   0.2   0.3   0.5
0.7   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 300.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.7   0.7   0.6   0.2   0.2   0.5
0.7   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 310.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.7   0.3   0.2   0.2   0.5
0.8   0.7   0.6   0.0   0.0   0.1   0.0   0.0
 320.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.6   0.3   0.2   0.2   0.5
0.7   0.8   0.6   0.0   0.0   0.2   0.0   0.0
 330.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.6   0.3   0.2   0.2   0.5
0.8   0.8   0.7   0.0   0.0   0.3   0.0   0.0
 340.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.6   0.6   0.4   0.2   0.2   0.4
0.9   0.8   0.7   0.0   0.0   0.3   0.0   0.0
```

```
 350.  *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.8   0.4   0.2   0.2   0.4
0.8   1.0   0.7   0.1   0.0   0.3   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.7   0.8   0.4   0.3   0.3   0.4
0.9   1.0   1.0   0.1   0.1   0.3   0.1   0.0

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   0.6   0.9   1.6   1.6   1.7   0.9   1.0   1.3   0.6   0.6   0.6   0.6
1.0   1.1   1.5   2.2   1.7   1.6   0.8   0.6
 DEGR. *  130   140   210   210   210   220   220   220   220   230   230   220
10    10   220   210   210    50    70   150
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   0.8   0.9   1.0   0.6   0.4   0.6   0.7
1.1   1.0   0.9   0.1   0.1   0.2   0.1   0.2
  10.  *   0.1   0.1   0.1   0.1   0.1   0.6   0.9   1.0   0.6   0.3   0.5   0.8
0.9   1.0   0.9   0.1   0.1   0.3   0.2   0.2
  20.  *   0.1   0.1   0.0   0.0   0.0   0.6   0.8   1.0   0.5   0.2   0.4   0.6
0.9   1.2   1.0   0.1   0.1   0.4   0.2   0.1
  30.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   0.9   0.4   0.2   0.3   0.6
1.0   1.0   0.9   0.1   0.0   0.4   0.1   0.1
  40.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   0.9   0.3   0.1   0.3   0.5
1.1   1.1   1.1   0.0   0.0   0.4   0.1   0.0
  50.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   1.0   0.3   0.1   0.1   0.3
1.0   1.2   1.3   0.0   0.1   0.4   0.1   0.0
  60.  *   0.0   0.0   0.2   0.2   0.1   0.5   0.7   0.9   0.2   0.1   0.1   0.3
1.0   1.0   1.2   0.3   0.4   0.6   0.1   0.0
  70.  *   0.0   0.1   0.5   0.4   0.2   0.2   0.4   0.5   0.1   0.0   0.1   0.2
0.7   0.6   0.7   0.8   0.8   0.8   0.2   0.0
  80.  *   0.1   0.2   0.9   0.7   0.4   0.1   0.2   0.2   0.0   0.0   0.0   0.0
0.3   0.3   0.3   1.1   1.0   1.1   0.4   0.1
  90.  *   0.1   0.3   1.0   0.8   0.5   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.1   1.2   0.4   0.1
 100.  *   0.1   0.3   1.1   0.9   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.2   1.1   1.3   0.6   0.2
 110.  *   0.2   0.4   1.0   0.8   0.5   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   1.0   1.0   1.0   0.7   0.3
 120.  *   0.2   0.5   1.0   0.8   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   1.0   1.0   0.8   0.4
 130.  *   0.3   0.5   0.9   0.8   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.8   0.9   0.9   0.8   0.4
 140.  *   0.3   0.5   0.9   0.8   0.7   0.0   0.0   0.0   0.0   0.0   0.0   0.1
```

```
0.1   0.0   0.0   0.8   0.9   0.8   0.7   0.6
 150.  *   0.3   0.5   0.9   0.8   0.8   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.9   0.8   0.7   0.5
 160.  *   0.4   0.5   0.9   0.9   0.8   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.4
 170.  *   0.5   0.7   0.8   0.9   0.8   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 180.  *   0.6   0.7   0.8   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 190.  *   0.4   0.8   0.9   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.8   0.9   0.5   0.3
 200.  *   0.4   0.8   1.0   1.0   0.9   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.5   0.3
 210.  *   0.4   0.7   1.1   1.0   0.9   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.4   0.2
 220.  *   0.6   0.8   1.3   1.2   1.1   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   1.0   1.2   1.0   0.8   0.5
 230.  *   0.6   0.9   1.5   1.4   1.5   0.1   0.2   0.3   0.1   0.0   0.1   0.2
0.2   0.3   0.3   1.2   1.3   1.4   0.7   0.6
 240.  *   0.4   0.7   1.3   1.2   1.3   0.5   0.5   0.5   0.2   0.2   0.2   0.2
0.5   0.5   0.5   1.1   1.3   1.2   0.5   0.3
 250.  *   0.2   0.5   1.0   0.9   0.9   0.8   0.7   0.9   0.3   0.2   0.1   0.3
0.8   0.8   0.7   0.7   0.8   0.7   0.3   0.2
 260.  *   0.2   0.2   0.7   0.5   0.4   1.2   1.1   1.3   0.4   0.1   0.2   0.3
1.0   0.9   0.7   0.5   0.5   0.4   0.2   0.2
 270.  *   0.1   0.2   0.5   0.2   0.1   1.3   1.2   1.4   0.5   0.3   0.3   0.5
1.3   0.9   0.9   0.2   0.1   0.1   0.1   0.2
 280.  *   0.2   0.2   0.5   0.1   0.1   1.2   1.1   1.2   0.7   0.5   0.3   0.6
1.1   0.9   0.7   0.2   0.1   0.1   0.1   0.2
 290.  *   0.2   0.2   0.5   0.1   0.1   1.0   1.1   1.0   0.7   0.5   0.3   0.5
1.1   1.0   0.7   0.1   0.1   0.1   0.1   0.2
 300.  *   0.2   0.2   0.4   0.1   0.1   1.0   1.2   1.0   0.7   0.5   0.4   0.6
1.1   1.0   0.7   0.2   0.1   0.1   0.1   0.2
 310.  *   0.2   0.2   0.3   0.1   0.1   0.9   1.0   0.9   0.7   0.5   0.4   0.6
1.0   0.9   0.8   0.1   0.1   0.1   0.2   0.2
 320.  *   0.2   0.1   0.2   0.1   0.1   0.9   1.0   1.1   0.7   0.6   0.4   0.7
1.0   0.9   0.9   0.1   0.1   0.1   0.1   0.2
 330.  *   0.1   0.1   0.2   0.1   0.1   0.9   1.0   1.1   0.6   0.5   0.4   0.7
1.0   1.0   0.9   0.1   0.1   0.1   0.1   0.2
 340.  *   0.1   0.1   0.1   0.1   0.1   0.9   1.0   1.0   0.6   0.4   0.5   0.6
1.1   1.1   1.0   0.1   0.1   0.1   0.1   0.2
 350.  *   0.1   0.1   0.1   0.1   0.1   0.9   0.9   1.0   0.6   0.4   0.5   0.6
1.2   1.0   0.9   0.1   0.1   0.2   0.1   0.1
 360.  *   0.1   0.1   0.1   0.1   0.1   0.8   0.9   1.0   0.6   0.4   0.6   0.7
1.1   1.0   0.9   0.1   0.1   0.2   0.1   0.2

------*-------------------------------------------------------------------------
------------------------------------------
 MAX   *   0.6   0.9   1.5   1.4   1.5   1.3   1.2   1.4   0.7   0.6   0.6   0.8
1.3   1.2   1.3   1.2   1.3   1.4   0.8   0.6
 DEGR. *  180   230   230   230   230   270   270   270   280   320     0    10
270    20    50   230   240   230   120   140

 THE HIGHEST CONCENTRATION OF    2.20 PPM OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 16: 0: 0

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	192.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	192.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	68.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	137.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	177.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	177.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	84.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	93.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	99.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	70.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 96. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 70. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3355.5 3815.6 * 37.
337. AG 192. 100.0 1.0 20.0 0.30 1.9
22. Boyl/Jersey WB * 4012.7 3973.4 6673.2 4895.4 * 2816.
71. AG 195. 100.0 1.0 20.0 1.80 143.0
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 45. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -316.5 2148.3 * 4628.
247. AG 45. 100.0 1.0 10.0 1.44 235.1
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 71. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 700. 8.9 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2130. 8.9 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1445. 8.9 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 8.9 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 9.2 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2625. 8.9 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1495. 9.2 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1340. 8.9 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2390. 8.9 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 8.9 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1405. 8.9 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 8.9 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1175. 8.9 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2465. 8.9 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 9.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2490. 8.9 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 295. 9.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2574. 8.9 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 9.0 1.0 42.0
♀

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 16: 0: 0

LINK VARIABLES

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

		X1	Y1	X2	Y2		(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	3982.1	3952.7	3736.2	3865.7		261.	251.	AG	2487.	8.9	1.0 90.0
46.	Boyl/Jersey N	3982.1	3952.7	3922.5	4118.6		176.	340.	AG	119.	9.0	1.0 42.0

♀

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 16: 0: 0

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	90	66	3.0	1020	1600	48.73	1	3
2. Fen/Brook NB TTR	90	66	3.0	985	1600	48.73	1	3
3. Fen/Brook EB L	90	47	3.0	680	1600	48.73	1	3
4. Fen/Brook EB LTT	90	47	3.0	640	1600	48.73	1	3
5. Fen/Brook R	90	47	3.0	125	1600	48.73	1	3
6. Park/Brook SB TTR	90	56	3.0	790	1600	48.73	1	3
7. Park/Brook WB LLR	90	61	3.0	1140	1600	48.73	1	3
8. Park/Brook NWB LTTT	90	63	3.0	655	1600	48.73	1	3
9. Park/Brook NWB R	90	63	3.0	125	1600	48.73	1	3
10. Park/Brook NEB LTT	90	61	3.0	480	1600	48.73	1	3
11. Park/Brook NEB RR	90	61	3.0	1125	1600	48.73	1	3
12. Full/Brook SB L	90	68	3.0	50	1600	48.73	1	3
13. Full/Brook SB TR	90	58	3.0	540	1600	48.73	1	3
14. Full/Brook WB LTR	90	32	3.0	195	1600	48.73	1	3
15. Full/Brook NB LTR	90	68	3.0	585	1600	48.73	1	3
16. Full/Brook EB L	90	22	3.0	115	1600	48.73	1	3
17. Full/Brook EB TR	90	32	3.0	350	1600	48.73	1	3
18. Kil/Boyl WB LTTR	90	24	3.0	1090	1600			

```
48.73      1        3
      19. Kil/Boyl NB LTR     *      90       66       3.0        80       1600
48.73      1        3
      20. Kil/Boyl EB LTTR    *      90       24       3.0      1350       1600
48.73      1        3
      21. Kil/Boyl SB LTR     *      90       66       3.0       205       1600
48.73      1        3
      22. Boyl/Jersey WB      *      87       65       3.0      1125       1600
48.73      1        3
      23. Boyl/Jersey EB L    *      87       30       3.0        27       1600
48.73      1        3
      24. Boyl/Jersey EB TTR  *      87       30       3.0      1381       1600
48.73      1        3
      25. Boyl/Jersey NB LTR  *      87       47       3.0       193       1600
48.73      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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

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   0.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.5   0.8
0.9   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  10.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.2   1.2   0.7   0.4   0.5   0.8
1.0   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  20.  *   0.0   0.0   0.0   0.0   0.0   1.3   1.3   1.3   0.7   0.4   0.5   0.9
1.1   1.0   1.0   0.0   0.0   0.0   0.0   0.0
  30.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.3   1.3   0.7   0.3   0.4   0.8
1.4   1.1   1.1   0.0   0.0   0.0   0.0   0.0
  40.  *   0.0   0.0   0.0   0.0   0.0   1.3   1.4   1.5   0.6   0.4   0.4   0.8
1.5   1.4   1.3   0.0   0.0   0.0   0.0   0.0
  50.  *   0.0   0.0   0.1   0.0   0.0   1.2   1.4   1.5   0.5   0.3   0.3   0.7
1.6   1.4   1.5   0.0   0.0   0.0   0.0   0.0
  60.  *   0.0   0.0   0.2   0.2   0.2   1.0   1.2   1.4   0.4   0.2   0.2   0.5
1.5   1.5   1.6   0.3   0.3   0.3   0.0   0.0
  70.  *   0.1   0.2   0.8   0.8   0.6   0.7   0.8   0.8   0.2   0.1   0.1   0.3
1.1   1.1   1.1   0.9   0.9   0.8   0.2   0.1
  80.  *   0.2   0.4   1.3   1.2   0.9   0.3   0.3   0.3   0.0   0.0   0.0   0.1
0.5   0.4   0.4   1.3   1.3   1.3   0.5   0.2
  90.  *   0.2   0.5   1.5   1.4   1.1   0.0   0.0   0.1   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.3   1.3   1.4   0.6   0.3
 100.  *   0.4   0.6   1.4   1.3   1.2   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.0   1.2   1.3   0.7   0.4
 110.  *   0.5   0.7   1.3   1.3   1.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.9   0.9   1.2   0.7   0.5
 120.  *   0.4   0.7   1.3   1.3   1.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   0.9   1.0   0.7   0.4
 130.  *   0.4   0.7   1.2   1.2   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.8   0.9   0.6   0.4
 140.  *   0.4   0.7   1.0   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.7   0.7   0.9   0.6   0.4
 150.  *   0.4   0.6   0.9   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.9   0.5   0.3
 160.  *   0.5   0.7   0.9   1.1   1.1   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.7   0.6   0.4
 170.  *   0.3   0.5   1.0   1.0   1.0   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.7   0.5   0.3
 180.  *   0.3   0.5   0.9   1.0   1.0   0.0   0.0   0.2   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.7   0.5   0.3
 190.  *   0.3   0.5   0.9   1.0   1.1   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.8   0.5   0.3
 200.  *   0.3   0.5   0.9   1.3   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.9   1.0   0.5   0.3
 210.  *   0.3   0.5   1.0   1.2   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   1.0   1.0   0.5   0.2
 220.  *   0.3   0.5   1.0   1.2   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.3
 230.  *   0.2   0.5   1.1   1.2   1.4   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.1   0.0   0.0   0.8   1.0   1.1   0.4   0.3
 240.  *   0.1   0.5   1.1   1.2   1.4   0.3   0.3   0.5   0.1   0.0   0.0   0.0
0.3   0.4   0.4   0.9   1.0   1.1   0.4   0.1
 250.  *   0.1   0.2   0.6   0.8   0.9   1.0   0.9   1.1   0.2   0.0   0.0   0.2
0.9   0.8   0.8   0.6   0.7   0.8   0.2   0.1
 260.  *   0.1   0.1   0.3   0.4   0.4   1.5   1.4   1.6   0.7   0.2   0.2   0.5
1.4   1.2   1.1   0.3   0.3   0.3   0.1   0.1
 270.  *   0.1   0.1   0.1   0.1   0.1   1.6   1.3   1.6   0.8   0.3   0.4   0.6
1.4   1.3   1.1   0.1   0.1   0.2   0.1   0.1
 280.  *   0.1   0.1   0.1   0.1   0.1   1.4   1.3   1.4   0.7   0.4   0.5   0.5
1.2   1.2   1.0   0.1   0.1   0.1   0.1   0.1
 290.  *   0.1   0.1   0.1   0.1   0.1   1.3   1.4   1.2   0.7   0.3   0.2   0.6
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 300.  *   0.1   0.1   0.1   0.1   0.1   1.3   1.4   1.3   0.8   0.4   0.3   0.6
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 310.  *   0.1   0.1   0.1   0.1   0.1   1.2   1.2   1.1   0.7   0.4   0.3   0.6
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1.0   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 320.  *   0.1   0.1   0.1   0.1   0.0   1.1   1.1   0.9   0.7   0.5   0.3   0.6
1.0   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 330.  *   0.1   0.1   0.1   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.3   0.5
0.9   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 340.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.2   1.0   0.6   0.4   0.5   0.5
0.8   1.1   1.1   0.1   0.1   0.0   0.1   0.1
 350.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.6   0.4   0.4   0.7
0.9   0.9   0.9   0.1   0.0   0.0   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.5   0.8
0.9   0.9   0.9   0.0   0.0   0.0   0.0   0.0

------*-------------------------------------------------------------------------
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 MAX   *   0.5   0.7   1.5   1.4   1.4   1.6   1.4   1.6   0.8   0.5   0.5   0.9
1.6   1.5   1.6   1.3   1.3   1.4   0.7   0.5
 DEGR. *  110   110    90    90   230   270    40   260   270   320     0    20
50    60    60    80    80    90   100   110

 THE HIGHEST CONCENTRATION OF    1.60 PPM OCCURRED AT RECEPTOR REC13.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:34: 6

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

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160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG      0. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017NB


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1020       1600
 0.07      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       985       1600
 0.07      1        3
       3. Fen/Brook EB L      *      90       47       3.0       680       1600
 0.07      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       640       1600
 0.07      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.07      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       790       1600
 0.07      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1140       1600
 0.07      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.07      1        3
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9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.07	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600
0.07	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.07	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.07	1	3				
13. Full/Brook SB TR	*	90	58	3.0	540	1600
0.07	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	195	1600
0.07	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	585	1600
0.07	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.07	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.07	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600
0.07	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.07	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.07	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:34: 6

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	1.	5.	6.	6.	4.	3.	4.	4.	5.	5.	5.	0.	1.	2.	1.	0.
10.	0.	0.	0.	1.	1.	5.	6.	7.	4.	2.	4.	4.	6.	6.	6.	1.	1.	2.	1.	0.
20.	0.	0.	1.	1.	1.	5.	6.	7.	5.	2.	3.	5.	7.	7.	7.	1.	2.	3.	1.	1.
30.	0.	0.	2.	2.	2.	5.	6.	7.	4.	2.	2.	4.	8.	8.	8.	2.	3.	4.	2.	1.
40.	0.	1.	4.	4.	4.	4.	4.	5.	3.	2.	2.	3.	8.	7.	7.	4.	5.	6.	2.	2.
50.	1.	2.	6.	5.	5.	4.	3.	3.	2.	1.	2.	2.	7.	5.	5.	6.	6.	8.	4.	2.
60.	2.	3.	7.	6.	6.	3.	2.	2.	2.	0.	1.	2.	6.	4.	4.	5.	5.	7.	3.	2.

```
5.    3.    3.    6.    6.    8.    5.    3.
  70.  *    2.    4.    7.    7.    7.    3.    2.    1.    1.    0.    1.    1.
3.    2.    1.    4.    5.    7.    6.    4.
  80.  *    3.    4.    7.    6.    6.    2.    1.    1.    0.    0.    0.    1.
2.    2.    1.    3.    4.    5.    6.    4.
  90.  *    3.    4.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    4.    5.    4.
 100.  *    2.    4.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    4.    4.    4.
 110.  *    2.    3.    5.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    4.    4.
 120.  *    2.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    3.    3.
 130.  *    3.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 140.  *    3.    3.    4.    5.    4.    0.    0.    0.    0.    0.    0.    1.
1.    1.    0.    3.    3.    3.    2.    2.
 150.  *    3.    4.    4.    5.    4.    0.    0.    1.    0.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    2.
 160.  *    3.    4.    4.    5.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 170.  *    3.    4.    4.    6.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 180.  *    3.    4.    4.    6.    6.    0.    1.    1.    1.    0.    0.    0.
2.    1.    1.    3.    3.    3.    2.    1.
 190.  *    2.    4.    5.    6.    6.    1.    1.    1.    1.    0.    0.    0.
2.    2.    1.    2.    3.    4.    1.    1.
 200.  *    2.    3.    5.    6.    6.    1.    1.    1.    2.    0.    0.    0.
3.    2.    2.    2.    3.    4.    1.    1.
 210.  *    2.    2.    5.    5.    6.    2.    2.    2.    2.    1.    0.    1.
4.    4.    3.    2.    2.    3.    1.    0.
 220.  *    1.    2.    4.    4.    4.    4.    3.    3.    3.    1.    1.    1.
6.    5.    4.    1.    1.    1.    0.    0.
 230.  *    1.    2.    3.    2.    2.    5.    4.    4.    3.    2.    1.    1.
6.    5.    4.    0.    0.    0.    0.    0.
 240.  *    1.    1.    2.    1.    1.    6.    5.    4.    3.    1.    1.    2.
5.    5.    4.    0.    0.    0.    0.    0.
 250.  *    0.    1.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 260.  *    0.    2.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 270.  *    0.    2.    2.    1.    0.    6.    5.    4.    3.    2.    1.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 280.  *    0.    2.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
3.    3.    4.    0.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
2.    3.    4.    0.    0.    0.    0.    0.
 300.  *    0.    1.    2.    0.    0.    4.    6.    5.    3.    2.    1.    2.
2.    3.    4.    0.    0.    0.    0.    0.
 310.  *    0.    1.    1.    0.    0.    4.    6.    5.    3.    3.    2.    2.
3.    3.    4.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    3.    2.    2.
3.    3.    4.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 340.  *    0.    0.    0.    0.    1.    4.    6.    5.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    1.    4.    6.    5.    4.    2.    3.    3.
4.    5.    4.    0.    1.    2.    1.    0.
 360.  *    0.    0.    0.    0.    1.    5.    6.    6.    4.    3.    4.    4.
5.    5.    5.    0.    1.    2.    1.    0.
```

```
-----------------------------------------
 MAX   *    3.    4.    7.    7.    7.    6.    6.    7.    5.    3.    4.    5.
8.    8.    8.    6.    6.    8.    6.    4.
 DEGR. *  160   170    70    70    70   250    20    20    20     0     0    20
30    30    30    50    60    60    70    80
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (ug/m**3)
 (DEGR)* 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.    3.    3.    4.    3.    2.    5.    5.
5.    6.    6.    0.    1.    2.    1.    0.
  10.  *    0.    0.    0.    0.    0.    3.    3.    4.    2.    2.    4.    5.
6.    5.    6.    1.    1.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    3.    4.    4.    2.    1.    4.    5.
6.    5.    7.    1.    1.    2.    1.    1.
  30.  *    0.    0.    1.    1.    1.    3.    4.    5.    2.    1.    3.    5.
5.    5.    6.    2.    2.    2.    1.    1.
  40.  *    0.    0.    3.    2.    2.    3.    3.    5.    2.    1.    3.    4.
5.    4.    4.    4.    4.    3.    2.    1.
  50.  *    0.    1.    4.    3.    2.    3.    3.    5.    2.    1.    2.    4.
5.    3.    3.    6.    5.    5.    2.    2.
  60.  *    0.    1.    4.    3.    2.    3.    3.    4.    1.    1.    2.    4.
4.    3.    2.    8.    6.    6.    3.    2.
  70.  *    1.    2.    5.    4.    2.    2.    2.    3.    1.    0.    2.    3.
3.    2.    2.    8.    7.    7.    4.    2.
  80.  *    1.    2.    5.    4.    3.    1.    1.    2.    0.    0.    2.    2.
3.    2.    1.    7.    6.    7.    4.    3.
  90.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    2.    1.    7.    5.    7.    5.    4.
 100.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    6.    4.    4.
 110.  *    2.    3.    4.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    5.    4.    4.
 120.  *    2.    3.    4.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    0.    0.    6.    5.    5.    4.    4.
 130.  *    3.    3.    5.    5.    3.    0.    0.    1.    0.    0.    0.    1.
3.    0.    0.    6.    5.    5.    4.    3.
 140.  *    3.    4.    6.    5.    3.    0.    0.    1.    0.    0.    0.    1.
2.    0.    0.    5.    5.    4.    3.    3.
 150.  *    4.    4.    6.    5.    4.    0.    0.    2.    1.    0.    0.    0.
1.    0.    0.    5.    5.    4.    3.    2.
 160.  *    4.    4.    6.    5.    4.    0.    0.    3.    2.    1.    0.    0.
0.    0.    0.    5.    5.    4.    3.    2.
 170.  *    4.    4.    6.    6.    5.    0.    0.    4.    2.    1.    0.    0.
```

```
0.    1.    0.    5.    6.    5.    3.    2.
 180.  *    4.    4.    7.    6.    5.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    5.    3.    2.
 190.  *    3.    4.    7.    6.    6.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    6.    3.    2.
 200.  *    3.    4.    7.    6.    6.    1.    1.    4.    2.    2.    0.    0.
1.    1.    1.    5.    6.    6.    2.    2.
 210.  *    2.    3.    7.    6.    6.    1.    2.    4.    3.    2.    0.    1.
2.    2.    2.    5.    6.    5.    2.    1.
 220.  *    2.    2.    5.    4.    4.    2.    3.    5.    3.    2.    1.    1.
4.    4.    3.    4.    4.    3.    1.    0.
 230.  *    1.    2.    3.    2.    2.    3.    4.    6.    4.    3.    1.    2.
6.    5.    4.    2.    2.    2.    0.    0.
 240.  *    1.    1.    2.    1.    1.    4.    4.    6.    5.    3.    1.    3.
6.    6.    4.    2.    1.    1.    0.    0.
 250.  *    1.    1.    2.    1.    0.    4.    4.    6.    6.    3.    1.    3.
6.    6.    4.    2.    1.    0.    0.    0.
 260.  *    0.    1.    2.    1.    0.    4.    5.    5.    5.    4.    2.    3.
6.    6.    4.    1.    1.    0.    0.    0.
 270.  *    0.    1.    2.    1.    0.    5.    5.    5.    5.    4.    2.    4.
5.    6.    4.    1.    1.    0.    0.    0.
 280.  *    0.    1.    2.    0.    0.    4.    4.    5.    5.    4.    2.    4.
4.    6.    4.    1.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    4.    4.    5.    5.    4.    2.    4.
3.    6.    5.    1.    0.    0.    0.    0.
 300.  *    0.    1.    1.    0.    0.    4.    4.    5.    4.    5.    2.    3.
4.    6.    5.    0.    0.    0.    0.    0.
 310.  *    0.    0.    1.    0.    0.    4.    4.    5.    4.    4.    2.    3.
4.    5.    6.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    4.    4.    4.    3.    3.    3.
4.    5.    5.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    3.    4.    4.
4.    5.    5.    0.    0.    1.    1.    0.
 340.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    5.    4.
4.    5.    5.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    5.    5.
5.    5.    6.    0.    1.    2.    1.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    4.    3.    2.    5.    5.
5.    6.    6.    0.    1.    2.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    4.    4.    7.    6.    6.    5.    5.    6.    6.    5.    5.    5.
6.    6.    7.    8.    7.    7.    5.    4.
 DEGR. *  170   190   200   200   200   270   260   240   250   300   350     0
250   260    20    70    70    80    90   100
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	1.	1.	2.	1.	0.
10.	*	1.	1.	2.	1.	1.
20.	*	1.	1.	2.	1.	1.
30.	*	1.	1.	2.	1.	1.
40.	*	1.	1.	1.	1.	0.
50.	*	1.	1.	1.	0.	0.
60.	*	0.	1.	1.	1.	1.
70.	*	1.	1.	2.	2.	2.
80.	*	1.	2.	4.	3.	2.
90.	*	2.	2.	4.	3.	2.
100.	*	1.	2.	4.	3.	2.
110.	*	1.	2.	3.	3.	2.
120.	*	1.	2.	3.	3.	2.
130.	*	1.	2.	3.	3.	2.
140.	*	2.	2.	3.	2.	2.
150.	*	2.	2.	3.	3.	3.
160.	*	2.	2.	3.	3.	3.
170.	*	2.	2.	3.	3.	3.
180.	*	2.	2.	4.	3.	3.
190.	*	2.	3.	4.	3.	3.
200.	*	3.	3.	5.	4.	3.
210.	*	4.	5.	6.	5.	4.
220.	*	5.	6.	7.	6.	5.
230.	*	4.	5.	7.	7.	6.
240.	*	3.	4.	6.	6.	6.
250.	*	2.	3.	4.	4.	4.
260.	*	2.	3.	4.	3.	3.
270.	*	1.	2.	3.	3.	2.
280.	*	1.	2.	3.	2.	1.
290.	*	1.	2.	3.	2.	1.
300.	*	0.	2.	3.	2.	1.
310.	*	0.	2.	2.	2.	1.
320.	*	0.	2.	2.	1.	1.
330.	*	0.	2.	2.	1.	0.
340.	*	0.	1.	2.	1.	0.
350.	*	1.	1.	2.	1.	0.
360.	*	1.	1.	2.	1.	0.
MAX	*	5.	6.	7.	7.	6.
DEGR.	*	220	220	220	230	230

THE HIGHEST CONCENTRATION OF 8. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:46

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG      0. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017NB


      DATE :  2/13/12
      TIME : 10:33:46

       1. Fen/Brook SB LTT    *      90       66       3.0      1020       1600
 0.07      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       985       1600
 0.07      1        3
       3. Fen/Brook EB L      *      90       47       3.0       680       1600
 0.07      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       640       1600
 0.07      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.07      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       790       1600
 0.07      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1140       1600
 0.07      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.07      1        3
```

9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.07	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600
0.07	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.07	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.07	1	3				
13. Full/Brook SB TR	*	90	58	3.0	540	1600
0.07	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	195	1600
0.07	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	585	1600
0.07	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.07	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.07	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600
0.07	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.07	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.07	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

DATE : 2/13/12
TIME : 10:33:46

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	
10.	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	
20.	0.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	1.	3.	3.	3.	1.	1.	1.	0.	0.
30.	0.	0.	1.	1.	1.	1.	1.	2.	0.	0.	0.	0.	2.	2.	3.	2.	2.	2.	1.	0.
40.	0.	0.	2.	2.	2.	0.	1.	1.	0.	0.	0.	0.	1.	1.	2.	4.	3.	3.	1.	0.
50.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	4.	4.	4.	1.	0.
60.	0.	1.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	4.	2.	0.
70.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	3.	2.	0.
80.	0.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.

```
  90.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 100.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    3.    3.    2.    1.
 110.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    1.    0.
1.    1.    1.    2.    3.    3.    2.    1.
 120.  *    1.    2.    2.    2.    1.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    1.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 140.  *    2.    2.    3.    3.    2.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    2.    1.
 150.  *    2.    2.    3.    3.    2.    0.    1.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    1.    1.
 160.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
1.    1.    0.    2.    2.    3.    1.    1.
 170.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
0.    0.    0.    2.    2.    3.    1.    1.
 180.  *    1.    2.    4.    3.    3.    0.    0.    1.    1.    1.    1.    1.
0.    0.    0.    2.    2.    3.    1.    1.
 190.  *    1.    2.    4.    3.    3.    0.    0.    1.    0.    1.    1.    0.
0.    0.    1.    3.    2.    3.    1.    1.
 200.  *    1.    2.    4.    4.    4.    1.    1.    2.    1.    1.    1.    1.
1.    1.    2.    4.    3.    4.    2.    2.
 210.  *    1.    2.    4.    4.    4.    2.    2.    3.    1.    1.    1.    1.
2.    2.    3.    5.    4.    4.    2.    1.
 220.  *    1.    2.    3.    3.    3.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    4.    3.    3.    1.    1.
 230.  *    0.    0.    2.    1.    1.    3.    3.    4.    2.    2.    2.    2.
3.    2.    3.    2.    2.    1.    0.    0.
 240.  *    0.    0.    1.    0.    0.    2.    3.    3.    1.    1.    2.    1.
2.    1.    2.    1.    0.    0.    0.    0.
 250.  *    0.    0.    1.    0.    0.    2.    2.    3.    1.    1.    1.    1.
2.    1.    2.    0.    0.    0.    0.    0.
 260.  *    0.    0.    1.    0.    0.    2.    2.    3.    1.    0.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    1.    0.    0.    1.    2.    2.    1.    0.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    1.    0.    0.    1.    2.    3.    2.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    1.    2.    2.    2.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    2.
2.    2.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    1.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    2.
3.    2.    1.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    1.    1.
3.    2.    1.    0.    0.    1.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    0.    1.
2.    3.    2.    0.    0.    1.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    0.    1.
3.    3.    2.    0.    0.    1.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    2.    2.    4.    4.    4.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    5.    4.    4.    2.    2.
 DEGR. *  140   150   200   200   210   220   230   220   220   230   230   230
220    10   220   210    50   210    90   200
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JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
10.	*	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
20.	*	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	1.	3.	4.	4.	0.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	1.	2.	3.	0.	0.	0.	1.	3.	4.	4.	0.	0.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	1.	3.	3.	3.	1.	1.	1.	0.	0.
70.	*	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	0.	0.
80.	*	0.	0.	2.	2.	1.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	3.	3.	3.	1.	0.
90.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	4.	1.	0.
100.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	3.	3.	2.	1.
110.	*	0.	1.	3.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
120.	*	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
130.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
140.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
150.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.
160.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
170.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
180.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.
190.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.

```
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 210.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 220.  *    2.    2.    4.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    4.    2.    1.
 230.  *    2.    2.    5.    4.    4.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    3.    4.    4.    2.    2.
 240.  *    2.    2.    4.    4.    4.    2.    2.    2.    1.    1.    0.    1.
2.    1.    2.    3.    4.    4.    2.    2.
 250.  *    1.    1.    3.    3.    3.    3.    3.    4.    1.    1.    1.    1.
3.    3.    2.    2.    3.    3.    1.    1.
 260.  *    0.    1.    2.    2.    2.    4.    4.    4.    2.    2.    2.    2.
4.    3.    3.    1.    1.    1.    1.    0.
 270.  *    0.    1.    1.    1.    1.    4.    4.    4.    2.    2.    1.    2.
4.    3.    3.    1.    1.    1.    0.    0.
 280.  *    0.    1.    1.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    3.    2.    0.    0.    0.    0.    0.
 290.  *    1.    1.    1.    0.    0.    4.    4.    4.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    0.
 300.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    1.
 310.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    1.    1.
 320.  *    0.    1.    1.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    2.    0.    0.    1.    1.    1.
 330.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    2.    2.    2.
3.    3.    3.    0.    1.    0.    1.    1.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
3.    3.    3.    1.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    1.    2.
3.    3.    3.    1.    0.    1.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    1.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    2.    5.    4.    4.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  230   230   230   230   240   270   260   260   320   260   260     0
280    50    50   100   240   240   120   230

 THE HIGHEST CONCENTRATION OF      5. ug/m**3 OCCURRED AT RECEPTOR REC23.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:53

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 0. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 0. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3355.5 3815.6 * 37.
337. AG 0. 100.0 1.0 20.0 0.30 1.9
22. Boyl/Jersey WB * 4012.7 3973.4 6673.2 4895.4 * 2816.
71. AG 0. 100.0 1.0 20.0 1.80 143.0
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -316.5 2148.3 * 4628.
247. AG 0. 100.0 1.0 10.0 1.44 235.1
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 0. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 700. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2130. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1445. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2625. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1495. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1340. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2390. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1405. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1175. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2465. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2490. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 295. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2574. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2017NB

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LINK VARIABLES

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

				X1	Y1	X2	Y2		
(DEG)	(G/MI)	(FT)	(FT)		(VEH)				
45. Boyl/Jersey W			*	3982.1	3952.7	3736.2	3865.7	*	261.
251. AG	2487.	0.0	1.0	90.0					
46. Boyl/Jersey N			*	3982.1	3952.7	3922.5	4118.6	*	176.
340. AG	119.	0.0	1.0	42.0					

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1. Fen/Brook SB LTT	*	90	66	3.0	1020	1600		
0.07	1	3						
2. Fen/Brook NB TTR	*	90	66	3.0	985	1600		
0.07	1	3						
3. Fen/Brook EB L	*	90	47	3.0	680	1600		
0.07	1	3						
4. Fen/Brook EB LTT	*	90	47	3.0	640	1600		
0.07	1	3						
5. Fen/Brook R	*	90	47	3.0	125	1600		
0.07	1	3						
6. Park/Brook SB TTR	*	90	56	3.0	790	1600		
0.07	1	3						
7. Park/Brook WB LLR	*	90	61	3.0	1140	1600		
0.07	1	3						
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600		
0.07	1	3						
9. Park/Brook NWB R	*	90	63	3.0	125	1600		
0.07	1	3						
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600		
0.07	1	3						
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600		
0.07	1	3						
12. Full/Brook SB L	*	90	68	3.0	50	1600		
0.07	1	3						
13. Full/Brook SB TR	*	90	58	3.0	540	1600		
0.07	1	3						
14. Full/Brook WB LTR	*	90	32	3.0	195	1600		
0.07	1	3						
15. Full/Brook NB LTR	*	90	68	3.0	585	1600		
0.07	1	3						
16. Full/Brook EB L	*	90	22	3.0	115	1600		
0.07	1	3						
17. Full/Brook EB TR	*	90	32	3.0	350	1600		
0.07	1	3						
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600		
0.07	1	3						
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600		
0.07	1	3						
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600		
0.07	1	3						
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600		
0.07	1	3						
22. Boyl/Jersey WB	*	87	65	3.0	1125	1600		
0.07	1	3						
23. Boyl/Jersey EB L	*	87	30	3.0	27	1600		
0.07	1	3						

24. Boyl/Jersey EB TTR * 87 30 3.0 1381 1600
0.07 1 3
25. Boyl/Jersey NB LTR * 87 47 3.0 193 1600
0.07 1 3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	3.	3.	3.	2.	1.	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	3.	4.	4.	2.	1.	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	3.	4.	4.	2.	1.	1.	2.	4.	4.	4.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	3.	4.	4.	1.	0.	1.	2.								

```
4.    4.    4.    0.    0.    0.    0.    0.
  60.  *    0.    0.    1.    1.    0.    2.    3.    3.    1.    0.    0.    1.
4.    4.    4.    1.    1.    1.    0.    0.
  70.  *    0.    0.    2.    2.    1.    2.    2.    2.    0.    0.    0.    1.
3.    3.    3.    2.    2.    2.    0.    0.
  80.  *    0.    1.    3.    3.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    4.    4.    4.    1.    0.
  90.  *    0.    1.    4.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    4.    4.    4.    2.    1.
 100.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    4.    4.    4.    2.    1.
 110.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 120.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 140.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 150.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 160.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 170.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 180.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    2.    1.
 190.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    2.    1.
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 210.  *    1.    2.    3.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 220.  *    1.    2.    3.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 230.  *    1.    2.    4.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    4.    2.    1.
 240.  *    1.    2.    4.    4.    4.    2.    2.    2.    0.    0.    0.    0.
2.    1.    2.    4.    4.    4.    2.    2.
 250.  *    0.    1.    3.    3.    3.    3.    3.    3.    1.    1.    1.    1.
3.    3.    3.    3.    3.    3.    1.    0.
 260.  *    0.    0.    1.    1.    1.    4.    4.    4.    2.    1.    1.    2.
4.    4.    3.    1.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    4.    3.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    3.    3.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    4.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    2.    2.    0.    0.    0.    0.    0.
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------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    2.    4.    4.    4.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  230   120    90   240   230   260   270   260   290   290   350    20
50    50    60    90    90    90   110   240

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC5 .
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:34:12

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

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11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG      0. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                    RUN: 2017NB


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1020       1600
 0.04      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       985       1600
 0.04      1        3
       3. Fen/Brook EB L      *      90       47       3.0       680       1600
 0.04      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       640       1600
 0.04      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.04      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       790       1600
 0.04      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1140       1600
 0.04      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.04      1        3
```

9. Park/Brook NWB R	*	90	63	3.0	125	1600	
0.04	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600	
0.04	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
0.04	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
0.04	1	3					
13. Full/Brook SB TR	*	90	58	3.0	540	1600	
0.04	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	195	1600	
0.04	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	585	1600	
0.04	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
0.04	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
0.04	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	
0.04	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
0.04	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
0.04	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600	
0.04	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:34:12

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	2.	2.	2.	2.	3.	0.	0.	1.	1.	0.
10.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	2.	2.	3.	3.	3.	0.	0.	1.	1.	0.
20.	0.	0.	0.	0.	1.	3.	3.	3.	2.	1.	2.	2.	4.	3.	3.	0.	1.	1.	1.	0.
30.	0.	0.	1.	1.	1.	2.	3.	3.	2.	1.	1.	2.	4.	4.	4.	1.	1.	2.	1.	1.
40.	0.	0.	2.	2.	2.	2.	2.	2.	2.	0.	1.	1.	4.	4.	3.	2.	2.	2.	1.	1.
50.	0.	1.	3.	3.	3.	2.	2.	2.	1.	1.	1.	1.	4.	3.	2.	3.	3.	4.	2.	1.
60.	1.	1.	4.	3.	3.	2.	1.	1.	1.	0.	0.	1.	3.	2.	2.	3.	3.	4.	3.	2.

```
3.    2.    1.    3.    3.    4.    2.    1.
  70.  *    1.    2.    4.    3.    4.    1.    1.    1.    0.    0.    0.    1.
2.    1.    1.    2.    2.    3.    3.    2.
  80.  *    1.    2.    4.    3.    3.    1.    1.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    3.    3.    2.
  90.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    2.    2.
 100.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    1.
1.    0.    0.    1.    2.    2.    2.    2.
 110.  *    1.    2.    2.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    2.    2.
 120.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    1.    2.
 130.  *    1.    1.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    1.    1.
 140.  *    1.    1.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    1.    1.    1.
 160.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 170.  *    2.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    2.    1.    0.
 180.  *    1.    2.    2.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    0.    0.    1.    2.    2.    1.    0.
 190.  *    1.    2.    2.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    1.    0.    1.    2.    2.    1.    0.
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    1.    1.    1.    2.    2.    0.    0.
 210.  *    1.    1.    2.    2.    3.    1.    1.    1.    1.    0.    0.    0.
2.    2.    2.    1.    1.    1.    0.    0.
 220.  *    1.    1.    2.    2.    2.    2.    2.    1.    1.    1.    0.    0.
3.    2.    2.    0.    1.    1.    0.    0.
 230.  *    0.    1.    1.    1.    1.    2.    2.    2.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 240.  *    0.    1.    1.    0.    0.    3.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 250.  *    0.    1.    1.    1.    0.    3.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    3.    2.    2.    2.    1.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    3.    3.    2.    1.    1.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    3.    3.    2.    1.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    3.    2.    1.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    3.    2.    2.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.

------*-------------------------------------------------------------------------
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-------------------------------------------
 MAX   *    2.    2.    4.    3.    4.    3.    3.    3.    2.    1.    2.    2.
4.    4.    4.    3.    3.    4.    3.    2.
 DEGR. *  160   190    60    70    70   240    10    20     0   320    10    10
40    30    30    50    60    60    70    80
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (ug/m**3)
 (DEGR)* 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.    1.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  10.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    1.    1.    1.    0.
  30.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    0.    1.    3.
3.    2.    3.    1.    1.    1.    1.    0.
  40.  *    0.    0.    1.    1.    1.    1.    2.    2.    1.    0.    1.    2.
2.    2.    2.    2.    2.    2.    1.    1.
  50.  *    0.    0.    2.    1.    1.    2.    2.    2.    1.    0.    1.    2.
2.    2.    2.    3.    3.    2.    1.    1.
  60.  *    0.    0.    2.    2.    1.    1.    2.    2.    1.    0.    1.    2.
2.    2.    1.    4.    3.    3.    1.    1.
  70.  *    0.    1.    2.    2.    1.    1.    1.    2.    0.    0.    1.    2.
2.    1.    1.    4.    3.    4.    2.    1.
  80.  *    0.    1.    3.    2.    1.    0.    1.    1.    0.    0.    1.    1.
1.    1.    1.    4.    3.    4.    2.    2.
  90.  *    1.    1.    3.    2.    2.    0.    0.    0.    0.    0.    1.    1.
1.    1.    0.    3.    2.    3.    2.    2.
 100.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    1.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 110.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    2.    3.    2.    2.
 120.  *    1.    2.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    3.    3.    2.    2.
 130.  *    1.    2.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    3.    2.    3.    2.    2.
 140.  *    2.    2.    3.    2.    2.    0.    0.    1.    0.    0.    0.    0.
1.    0.    0.    3.    2.    2.    2.    1.
 150.  *    2.    2.    3.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    2.    1.    1.
 160.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    2.    3.    2.    1.    1.
 170.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
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```
0.    0.    0.    2.    3.    2.    2.    1.
 180.  *    2.    2.    3.    3.    3.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 190.  *    2.    2.    4.    3.    3.    0.    0.    2.    1.    1.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 200.  *    1.    2.    4.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    0.    3.    3.    3.    1.    1.
 210.  *    1.    2.    3.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    1.    2.    3.    3.    1.    0.
 220.  *    1.    1.    2.    2.    2.    1.    2.    2.    2.    1.    0.    1.
2.    2.    1.    2.    2.    2.    0.    0.
 230.  *    1.    1.    1.    1.    1.    1.    2.    3.    2.    1.    0.    1.
3.    2.    2.    1.    1.    1.    0.    0.
 240.  *    0.    1.    1.    0.    0.    2.    2.    3.    2.    1.    1.    1.
3.    3.    2.    1.    1.    0.    0.    0.
 250.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    2.    2.    2.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
2.    3.    2.    1.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    3.    2.    2.    1.    1.
2.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    1.    1.
2.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    2.    1.
2.    2.    3.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    2.    2.    4.    3.    3.    2.    2.    3.    3.    2.    2.    3.
3.    3.    3.    4.    3.    4.    2.    2.
 DEGR. *  150   150   200   200   210   270   240   230   260   280   350     0
250   270    20    70   200    80    90   100
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	0.	1.	1.	0.	0.
10.	*	0.	0.	1.	0.	0.
20.	*	0.	1.	1.	0.	0.
30.	*	1.	1.	1.	0.	0.
40.	*	1.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.
60.	*	0.	0.	1.	0.	0.
70.	*	0.	0.	1.	1.	1.
80.	*	1.	1.	2.	1.	1.
90.	*	1.	1.	2.	2.	1.
100.	*	1.	1.	2.	2.	1.
110.	*	1.	1.	2.	1.	1.
120.	*	1.	1.	2.	1.	1.
130.	*	1.	1.	1.	1.	1.
140.	*	1.	1.	1.	1.	1.
150.	*	1.	1.	1.	1.	1.
160.	*	1.	1.	2.	1.	1.
170.	*	1.	1.	2.	1.	1.
180.	*	1.	1.	2.	1.	1.
190.	*	1.	2.	2.	2.	1.
200.	*	1.	2.	2.	2.	2.
210.	*	2.	2.	3.	3.	2.
220.	*	2.	3.	3.	3.	2.
230.	*	2.	3.	3.	3.	3.
240.	*	2.	2.	3.	3.	3.
250.	*	1.	2.	2.	2.	2.
260.	*	1.	2.	2.	2.	1.
270.	*	1.	1.	2.	1.	1.
280.	*	0.	1.	1.	1.	1.
290.	*	0.	1.	1.	1.	0.
300.	*	0.	1.	1.	1.	0.
310.	*	0.	1.	1.	1.	0.
320.	*	0.	1.	1.	1.	0.
330.	*	0.	1.	1.	1.	0.
340.	*	0.	1.	1.	1.	0.
350.	*	0.	1.	1.	0.	0.
360.	*	0.	1.	1.	0.	0.
MAX	*	2.	3.	3.	3.	3.
DEGR.	*	220	230	230	230	230

THE HIGHEST CONCENTRATION OF 4. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:39

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG      0. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017NB


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1020       1600
 0.04      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       985       1600
 0.04      1        3
       3. Fen/Brook EB L      *      90       47       3.0       680       1600
 0.04      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       640       1600
 0.04      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.04      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       790       1600
 0.04      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1140       1600
 0.04      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.04      1        3
```

9. Park/Brook NWB R	*	90	63	3.0	125	1600	
0.04	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600	
0.04	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
0.04	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
0.04	1	3					
13. Full/Brook SB TR	*	90	58	3.0	540	1600	
0.04	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	195	1600	
0.04	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	585	1600	
0.04	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
0.04	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
0.04	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	
0.04	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
0.04	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
0.04	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600	
0.04	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

JOB: The Point RUN: 2017NB

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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	
20.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
40.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	2.	2.	2.	0.	0.
50.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
60.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
70.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	0.
80.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	0.

```
  90.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    1.    1.    0.
 100.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 110.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 120.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    1.    1.    1.
 130.  *    1.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    1.    1.    2.    1.    1.
 140.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    0.    1.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 150.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 160.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 170.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 180.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    0.    0.
 190.  *    0.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    1.    2.    1.    1.
 200.  *    1.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    1.    2.    2.    2.    1.    1.
 210.  *    1.    1.    2.    2.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    2.    2.    2.    2.    1.    1.
 220.  *    0.    1.    1.    1.    2.    1.    2.    2.    1.    1.    1.    1.
1.    1.    2.    2.    2.    1.    0.    0.
 230.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    1.    2.    1.    0.    0.    0.    0.
 240.  *    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    1.    1.    2.    2.    2.    1.    2.    2.    1.    1.    1.    1.
1.    1.    2.    2.    2.    2.    1.    1.
 DEGR. *  140   210   210   200   210   220   220   220   220   230   230   220
220   220   220   210    50   210   110   200
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	2.	2.	0.	1.	1.	0.	0.
70.	*	0.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
80.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	0.	0.
90.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.
100.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.
110.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.
120.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	0.
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	0.
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
150.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
170.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
180.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
190.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.

```
 200.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 220.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 230.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 240.  *    0.    1.    2.    2.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
 250.  *    0.    0.    2.    2.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    1.    1.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    1.    1.    1.    0.    0.
 270.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    2.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  220   230   240   230   230   270   260   270   270   270     0   350
270    30    40    90   240   230   230   230

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:46

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 0. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 0. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3355.5 3815.6 * 37.
337. AG 0. 100.0 1.0 20.0 0.30 1.9
22. Boyl/Jersey WB * 4012.7 3973.4 6673.2 4895.4 * 2816.
71. AG 0. 100.0 1.0 20.0 1.80 143.0
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -316.5 2148.3 * 4628.
247. AG 0. 100.0 1.0 10.0 1.44 235.1
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 0. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 700. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2130. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1445. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2625. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1495. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1340. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2390. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1405. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1175. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2465. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2490. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 295. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2574. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:46

LINK VARIABLES

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

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2487.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	119.	0.0	1.0 42.0

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:46

1.	Fen/Brook SB LTT	*	90	66	3.0	1020	1600	0.04	1	3
2.	Fen/Brook NB TTR	*	90	66	3.0	985	1600	0.04	1	3
3.	Fen/Brook EB L	*	90	47	3.0	680	1600	0.04	1	3
4.	Fen/Brook EB LTT	*	90	47	3.0	640	1600	0.04	1	3
5.	Fen/Brook R	*	90	47	3.0	125	1600	0.04	1	3
6.	Park/Brook SB TTR	*	90	56	3.0	790	1600	0.04	1	3
7.	Park/Brook WB LLR	*	90	61	3.0	1140	1600	0.04	1	3
8.	Park/Brook NWB LTTT	*	90	63	3.0	655	1600	0.04	1	3
9.	Park/Brook NWB R	*	90	63	3.0	125	1600	0.04	1	3
10.	Park/Brook NEB LTT	*	90	61	3.0	480	1600	0.04	1	3
11.	Park/Brook NEB RR	*	90	61	3.0	1125	1600	0.04	1	3
12.	Full/Brook SB L	*	90	68	3.0	50	1600	0.04	1	3
13.	Full/Brook SB TR	*	90	58	3.0	540	1600	0.04	1	3
14.	Full/Brook WB LTR	*	90	32	3.0	195	1600	0.04	1	3
15.	Full/Brook NB LTR	*	90	68	3.0	585	1600	0.04	1	3
16.	Full/Brook EB L	*	90	22	3.0	115	1600	0.04	1	3
17.	Full/Brook EB TR	*	90	32	3.0	350	1600	0.04	1	3
18.	Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	0.04	1	3
19.	Kil/Boyl NB LTR	*	90	66	3.0	80	1600	0.04	1	3
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	0.04	1	3
21.	Kil/Boyl SB LTR	*	90	66	3.0	205	1600	0.04	1	3
22.	Boyl/Jersey WB	*	87	65	3.0	1125	1600	0.04	1	3
23.	Boyl/Jersey EB L	*	87	30	3.0	27	1600	0.04	1	3

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     24. Boyl/Jersey EB TTR  *      87       30       3.0      1381       1600
 0.04      1        3
     25. Boyl/Jersey NB LTR  *      87       47       3.0       193       1600
 0.04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
10. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
20. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
30. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50. *	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.	1.								

```
2.    2.    2.    0.    0.    0.    0.    0.
  60.  *    0.    0.    0.    0.    0.    1.    2.    2.    0.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
  70.  *    0.    0.    1.    1.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
  80.  *    0.    0.    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
  90.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 100.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 110.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 120.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 130.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 140.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 160.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 170.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 180.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 190.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 200.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 220.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 230.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 240.  *    0.    1.    2.    2.    2.    0.    1.    1.    0.    0.    0.    0.
0.    1.    0.    1.    2.    2.    1.    0.
 250.  *    0.    1.    1.    1.    1.    2.    2.    2.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    1.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    1.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
```

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------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  120   110   100   240   240   260   260   270   310   340     0    10
50    50    50    90    90    90   100   140

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC13.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:34:55

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	192.	100.0	1.0	20.0	1.52	104.3
2.	Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	192.	100.0	1.0	20.0	1.47	95.3
3.	Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	68.	100.0	1.0	10.0	1.01	18.9
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	137.	100.0	1.0	20.0	0.48	4.2
5.	Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51	4.1
7.	Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	177.	100.0	1.0	20.0	1.35	90.6
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56	3.8
9.	Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32	2.2
10.	Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	177.	100.0	1.0	20.0	0.58	4.2
11.	Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32	84.3
12.	Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	84.	100.0	1.0	10.0	1.14	48.0
14.	Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	93.	100.0	1.0	20.0	0.11	0.9
15.	Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	99.	100.0	1.0	10.0	1.95	163.0
16.	Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10	0.7
17.	Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37	3.1
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	70.	100.0	1.0	20.0	0.51	3.7
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.								

```
160. AG     96. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG     70. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG    192. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   8.9   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   8.9   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   8.9   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   8.9   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   9.2   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   8.9   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   9.2   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   8.9   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   8.9   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   8.9   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   8.9   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   8.9   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   8.9   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   8.9   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   9.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   8.9   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   9.0   1.0 54.0
♀
                              PAGE  2
      JOB: The Point                                        RUN: 2017BD


      DATE :  2/13/12
      TIME : 10:34:55

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

-------------------------*-------------------------------------------------------------
---------------------
      1. Fen/Brook SB LTT     *      90       66       3.0      1027       1600
48.73      1        3
      2. Fen/Brook NB TTR     *      90       66       3.0       993       1600
48.73      1        3
      3. Fen/Brook EB L       *      90       47       3.0       682       1600
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48.73	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	648	1600	
48.73	1	3					
5. Fen/Brook R	*	90	47	3.0	125	1600	
48.73	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	797	1600	
48.73	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	1148	1600	
48.73	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600	
48.73	1	3					
9. Park/Brook NWB R	*	90	63	3.0	125	1600	
48.73	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600	
48.73	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
48.73	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
48.73	1	3					
13. Full/Brook SB TR	*	90	58	3.0	546	1600	
48.73	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	202	1600	
48.73	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	589	1600	
48.73	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
48.73	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
48.73	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	
48.73	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
48.73	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
48.73	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600	
48.73	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*

21. Park/Brook NE1	*	2565.8	3655.2	6.0 *
22. Park/Brook NE2	*	2619.6	3603.0	6.0 *
23. Park/Brook NE3	*	2673.4	3550.7	6.0 *
24. Park/Brook NE4	*	2717.8	3611.1	6.0 *

♀

DATE : 2/13/12
TIME : 10:34:55

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*
31. Park/Brook SW1	*	2775.2	3282.0	6.0	*
32. Park/Brook SW2	*	2731.3	3342.8	6.0	*
33. Park/Brook SW3	*	2687.4	3403.6	6.0	*
34. Park/Brook SW4	*	2641.8	3344.1	6.0	*
35. Park/Brook SW5	*	2596.0	3284.7	6.0	*
36. Park/Brook NW1	*	2522.5	3369.6	6.0	*
37. Park/Brook NW2	*	2568.2	3429.1	6.0	*
38. Park/Brook NW3	*	2613.9	3488.5	6.0	*
39. Park/Brook NW4	*	2560.1	3540.8	6.0	*
40. Park/Brook NW5	*	2506.4	3593.1	6.0	*
41. Park/Brook E1	*	2885.6	3693.8	6.0	*
42. Park/Brook E2	*	2841.1	3633.4	6.0	*
43. Park/Brook E3	*	2796.6	3573.0	6.0	*
44. Park/Brook E4	*	2868.1	3595.8	6.0	*
45. Park/Brook E5	*	2939.6	3618.5	6.0	*

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (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	0.1	0.3	1.8	2.1	2.1	1.7	0.9	1.2	1.3	1.5	2.0	2.0	0.1	0.3	0.8	0.5	0.2

```
  10.  *   0.0   0.0   0.1   0.1   0.3   1.7   2.3   2.3   2.0   0.8   1.2   1.4
2.0   2.3   2.3   0.1   0.3   0.8   0.4   0.2
  20.  *   0.0   0.1   0.2   0.3   0.4   1.5   2.1   2.6   1.7   0.8   1.1   1.8
2.5   2.9   3.0   0.3   0.4   0.9   0.4   0.2
  30.  *   0.0   0.2   0.5   0.7   0.8   1.6   2.0   2.3   1.8   0.6   1.0   1.4
3.4   3.1   2.9   0.9   0.9   1.2   0.7   0.3
  40.  *   0.2   0.3   1.4   1.1   1.4   1.3   1.5   1.7   1.2   0.4   0.7   1.1
3.3   3.0   2.8   1.2   1.6   1.9   0.8   0.6
  50.  *   0.3   0.6   2.1   2.0   1.9   1.2   1.1   1.3   0.8   0.2   0.4   0.9
2.7   2.1   2.0   1.9   1.8   2.4   1.3   0.7
  60.  *   0.6   1.0   2.4   2.3   2.3   1.2   1.0   0.7   0.4   0.1   0.3   0.6
2.1   1.4   1.1   1.8   1.9   2.5   1.8   1.0
  70.  *   0.7   1.2   2.6   2.5   2.5   1.2   0.7   0.4   0.3   0.0   0.2   0.5
1.5   1.0   0.6   1.6   1.6   2.1   2.0   1.2
  80.  *   1.0   1.3   2.4   2.3   2.1   0.9   0.4   0.2   0.1   0.0   0.1   0.4
1.1   0.7   0.4   1.3   1.2   1.8   2.2   1.3
  90.  *   0.6   1.3   2.0   2.2   1.8   0.8   0.4   0.2   0.1   0.0   0.1   0.4
0.9   0.6   0.3   1.2   1.2   1.3   1.5   1.3
 100.  *   0.9   1.2   1.9   2.1   1.7   0.6   0.2   0.1   0.0   0.0   0.1   0.4
0.8   0.5   0.2   1.1   1.1   1.1   1.3   1.3
 110.  *   0.8   1.0   1.6   2.0   1.8   0.5   0.2   0.1   0.0   0.0   0.1   0.4
0.8   0.5   0.2   1.1   1.2   1.1   1.0   1.1
 120.  *   0.6   0.8   1.5   2.0   1.8   0.4   0.1   0.1   0.0   0.0   0.1   0.4
0.7   0.4   0.2   1.1   1.1   1.1   0.8   1.0
 130.  *   0.6   0.8   1.4   2.0   1.8   0.2   0.1   0.1   0.0   0.0   0.0   0.3
0.7   0.4   0.2   1.1   1.1   0.9   0.7   0.8
 140.  *   1.1   1.0   1.4   1.9   1.8   0.1   0.1   0.2   0.0   0.0   0.0   0.3
0.7   0.4   0.2   1.1   1.1   1.0   0.6   0.5
 150.  *   1.0   1.1   1.1   1.7   1.8   0.2   0.1   0.2   0.1   0.0   0.0   0.2
0.7   0.4   0.2   1.1   1.1   0.9   0.5   0.4
 160.  *   1.1   1.2   1.2   1.8   1.8   0.2   0.1   0.3   0.2   0.0   0.0   0.2
0.6   0.4   0.2   1.1   1.1   1.0   0.7   0.4
 170.  *   1.1   1.5   1.1   1.9   1.9   0.2   0.1   0.3   0.3   0.0   0.0   0.2
0.7   0.5   0.3   1.1   1.2   1.2   0.8   0.4
 180.  *   1.0   1.5   1.3   1.9   2.2   0.2   0.3   0.3   0.4   0.1   0.0   0.2
0.8   0.6   0.4   1.1   1.2   1.2   0.7   0.5
 190.  *   1.0   1.4   1.7   1.9   2.2   0.2   0.3   0.4   0.6   0.1   0.0   0.3
1.0   0.8   0.5   1.1   1.4   1.4   0.7   0.4
 200.  *   0.7   1.3   1.8   2.0   2.2   0.4   0.4   0.5   0.8   0.1   0.1   0.3
1.6   1.3   1.0   1.1   1.3   1.4   0.6   0.3
 210.  *   0.6   1.0   2.0   1.7   2.0   0.9   0.8   0.8   1.3   0.2   0.2   0.4
2.3   2.1   1.8   0.9   1.0   1.1   0.3   0.2
 220.  *   0.4   0.7   1.3   1.2   1.4   1.5   1.2   1.5   1.5   0.6   0.4   0.5
2.7   2.6   2.3   0.4   0.4   0.5   0.2   0.0
 230.  *   0.3   0.5   0.9   0.7   0.8   1.8   1.6   1.8   1.6   0.8   0.6   0.6
2.7   2.6   2.4   0.1   0.2   0.2   0.0   0.0
 240.  *   0.2   0.4   0.7   0.4   0.3   2.0   1.7   1.7   1.4   0.7   0.6   0.7
2.1   2.3   2.1   0.0   0.0   0.0   0.0   0.0
 250.  *   0.2   0.4   0.7   0.4   0.1   1.9   1.7   1.5   1.3   0.7   0.6   0.8
1.7   2.0   1.9   0.0   0.0   0.0   0.0   0.0
 260.  *   0.1   0.4   0.9   0.4   0.1   2.2   1.5   1.4   1.2   0.8   0.7   0.7
1.5   1.8   1.6   0.0   0.0   0.0   0.0   0.0
 270.  *   0.1   0.5   0.9   0.2   0.0   1.9   1.7   1.3   1.2   0.7   0.7   0.8
1.2   1.5   1.5   0.0   0.0   0.0   0.0   0.0
 280.  *   0.2   0.5   0.8   0.2   0.0   1.8   2.0   1.3   1.0   0.7   0.7   0.7
1.0   1.4   1.6   0.0   0.0   0.0   0.0   0.0
 290.  *   0.2   0.5   0.7   0.1   0.0   1.6   2.0   1.4   1.2   0.7   0.6   0.7
0.9   1.4   1.5   0.0   0.0   0.0   0.0   0.0
 300.  *   0.1   0.4   0.6   0.0   0.0   1.7   1.9   1.6   1.0   0.7   0.6   0.7
0.8   1.4   1.5   0.0   0.0   0.0   0.0   0.0
 310.  *   0.1   0.2   0.4   0.0   0.0   1.6   1.8   1.7   1.4   0.7   0.6   0.7
0.8   1.4   1.5   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.2   0.2   0.0   0.0   1.5   1.8   1.7   1.4   0.7   0.7   0.7
```

```
1.1   1.4   1.5   0.0   0.0   0.3   0.1   0.0
 330.  *   0.0   0.0   0.0   0.0   0.1   1.5   1.7   1.5   1.3   0.8   0.8   1.0
1.3   1.5   1.5   0.0   0.0   0.5   0.3   0.1
 340.  *   0.0   0.0   0.0   0.0   0.2   1.5   2.0   1.6   1.2   0.7   1.1   0.9
1.4   1.5   1.6   0.0   0.1   0.6   0.4   0.1
 350.  *   0.0   0.0   0.0   0.1   0.2   1.7   2.1   1.9   1.6   0.7   1.0   1.1
1.3   2.0   1.8   0.0   0.2   0.7   0.4   0.1
 360.  *   0.0   0.0   0.0   0.1   0.3   1.8   2.1   2.1   1.7   0.9   1.2   1.3
1.5   2.0   2.0   0.1   0.3   0.8   0.5   0.2

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   1.1   1.5   2.6   2.5   2.5   2.2   2.3   2.6   2.0   0.9   1.2   1.8
3.4   3.1   3.0   1.9   1.9   2.5   2.2   1.3
 DEGR. *  140   170    70    70    70   260    10    20    10     0     0    20
30    30    20    50    60    60    80    80
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (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   1.1   1.3   1.2   0.9   0.6   1.6   1.7
1.8   2.0   2.2   0.1   0.2   0.4   0.4   0.1
  10.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.4   1.0   0.5   1.4   2.1
1.7   1.9   2.4   0.1   0.2   0.4   0.4   0.1
  20.  *   0.0   0.0   0.1   0.1   0.1   1.2   1.3   1.6   0.8   0.5   1.2   2.1
1.8   1.9   2.3   0.3   0.3   0.5   0.3   0.2
  30.  *   0.0   0.1   0.6   0.4   0.3   1.0   1.2   1.9   0.8   0.4   1.0   2.0
1.7   1.7   2.1   0.7   0.7   0.8   0.4   0.3
  40.  *   0.1   0.2   1.3   0.9   0.7   1.0   1.3   1.9   0.6   0.4   0.6   1.7
1.6   1.4   1.6   1.4   1.2   1.2   0.6   0.4
  50.  *   0.2   0.3   1.7   1.3   0.9   1.0   1.1   1.7   0.5   0.3   0.7   1.6
1.5   1.2   1.1   2.3   1.9   1.7   0.7   0.5
  60.  *   0.2   0.5   1.7   1.4   0.9   1.0   1.1   1.6   0.4   0.2   0.7   1.5
1.4   1.2   0.9   2.5   2.2   2.1   1.0   0.5
  70.  *   0.3   0.7   2.0   1.8   1.0   0.8   0.9   1.3   0.2   0.1   0.5   1.1
1.2   0.9   0.5   2.6   2.3   2.5   1.2   0.8
  80.  *   0.5   1.1   2.0   2.0   1.2   0.3   0.4   0.7   0.0   0.0   0.4   0.9
1.2   0.7   0.4   2.6   1.9   2.5   1.5   1.2
  90.  *   0.8   1.2   1.8   2.2   1.2   0.0   0.1   0.5   0.0   0.0   0.4   0.9
1.1   0.5   0.2   2.2   1.8   2.2   1.5   1.1
 100.  *   0.7   1.2   1.7   2.0   1.3   0.0   0.0   0.3   0.0   0.0   0.3   0.8
1.2   0.4   0.2   2.2   1.6   1.7   1.3   1.0
 110.  *   0.6   1.0   1.7   2.0   1.3   0.0   0.0   0.3   0.0   0.0   0.3   0.7
1.2   0.3   0.1   1.9   1.8   1.8   1.3   1.0
```

```
 120.  *   0.7   1.0   1.6   2.1   1.3   0.0   0.0   0.4   0.0   0.0   0.2   0.6
1.3   0.2   0.1   1.9   2.0   1.8   1.3   1.0
 130.  *   0.6   1.0   1.6   2.0   1.3   0.0   0.0   0.4   0.0   0.0   0.1   0.4
1.0   0.1   0.1   1.9   1.8   1.7   1.2   0.9
 140.  *   1.0   1.2   1.9   2.0   1.4   0.0   0.0   0.5   0.1   0.0   0.1   0.2
0.6   0.1   0.1   1.8   1.7   1.6   1.2   0.8
 150.  *   1.1   1.4   2.0   2.0   1.4   0.0   0.0   0.9   0.3   0.1   0.0   0.1
0.5   0.1   0.1   1.8   1.8   1.4   1.0   0.7
 160.  *   0.9   1.5   2.3   2.2   1.6   0.0   0.0   1.2   0.4   0.2   0.0   0.0
0.3   0.1   0.1   1.7   1.9   1.6   0.9   0.5
 170.  *   1.1   1.4   2.2   2.2   1.8   0.0   0.1   1.5   0.5   0.2   0.0   0.0
0.2   0.2   0.2   1.7   2.1   1.7   1.1   0.7
 180.  *   1.0   1.3   2.3   2.3   2.2   0.0   0.2   1.6   0.6   0.3   0.0   0.0
0.2   0.2   0.3   1.8   2.2   1.9   0.9   0.8
 190.  *   1.1   1.5   2.4   2.2   2.3   0.1   0.3   1.6   0.6   0.4   0.0   0.0
0.2   0.3   0.3   1.8   2.2   2.0   0.9   0.6
 200.  *   1.0   1.3   2.8   2.4   2.5   0.1   0.5   1.6   0.8   0.4   0.0   0.1
0.4   0.4   0.4   1.8   2.4   2.2   1.0   0.6
 210.  *   0.6   1.2   2.5   2.4   2.2   0.4   0.9   1.6   0.9   0.5   0.1   0.4
0.9   0.9   0.8   1.8   1.9   1.8   0.6   0.3
 220.  *   0.5   0.7   1.8   1.4   1.2   0.6   1.0   1.7   1.3   0.7   0.3   0.8
1.5   1.5   1.2   1.1   1.3   1.2   0.3   0.2
 230.  *   0.3   0.5   1.0   0.8   0.4   1.0   1.5   2.1   1.8   0.8   0.5   0.9
2.0   1.9   1.4   0.7   0.6   0.6   0.1   0.0
 240.  *   0.2   0.3   0.4   0.2   0.1   1.3   1.7   2.1   1.7   1.0   0.7   0.8
2.1   2.0   1.5   0.6   0.2   0.1   0.1   0.0
 250.  *   0.2   0.4   0.4   0.2   0.1   1.1   1.5   1.7   2.0   1.0   0.6   0.9
2.1   1.8   1.4   0.5   0.1   0.1   0.0   0.0
 260.  *   0.1   0.4   0.4   0.2   0.1   1.4   1.5   1.6   2.2   1.1   0.6   1.2
2.1   2.0   1.4   0.4   0.2   0.0   0.0   0.0
 270.  *   0.1   0.4   0.4   0.2   0.0   1.3   1.3   1.4   1.9   1.5   0.7   1.2
1.9   1.9   1.3   0.4   0.2   0.0   0.0   0.0
 280.  *   0.1   0.4   0.4   0.1   0.0   1.3   1.3   1.4   1.6   1.6   0.8   1.3
1.6   1.9   1.5   0.3   0.1   0.0   0.0   0.0
 290.  *   0.0   0.3   0.4   0.1   0.0   1.4   1.5   1.4   1.4   1.7   0.8   1.2
1.3   1.9   1.6   0.2   0.0   0.0   0.0   0.0
 300.  *   0.0   0.2   0.4   0.0   0.0   1.3   1.5   1.6   1.2   1.4   0.7   1.1
1.2   1.8   1.9   0.2   0.0   0.0   0.0   0.0
 310.  *   0.0   0.1   0.2   0.0   0.0   1.3   1.5   1.5   1.3   1.3   0.8   1.1
1.1   1.9   1.9   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.1   0.1   0.0   0.0   1.2   1.5   1.3   1.0   1.1   1.0   1.2
1.3   1.8   1.6   0.0   0.0   0.3   0.2   0.0
 330.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.5   1.2   0.9   0.9   1.1   1.2
1.2   1.7   1.6   0.0   0.0   0.4   0.3   0.0
 340.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.6   1.1   0.9   0.8   1.6   1.4
1.5   1.8   1.8   0.0   0.1   0.4   0.3   0.0
 350.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.4   1.1   0.9   0.7   1.6   1.8
1.5   1.9   2.1   0.0   0.1   0.4   0.4   0.1
 360.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.2   0.9   0.6   1.6   1.7
1.8   2.0   2.2   0.1   0.2   0.4   0.4   0.1

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   1.1   1.5   2.8   2.4   2.5   1.4   1.7   2.1   2.2   1.7   1.6   2.1
2.1   2.0   2.4   2.6   2.4   2.5   1.5   1.2
 DEGR. *  150   160   200   200   200   260   240   230   260   290     0    10
240   240    10    70   200    70    80    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.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45
0.	0.4	0.4	0.7	0.5	0.3
10.	0.4	0.5	0.7	0.6	0.3
20.	0.5	0.6	0.8	0.6	0.3
30.	0.6	0.6	0.7	0.5	0.3
40.	0.6	0.4	0.5	0.2	0.1
50.	0.4	0.4	0.3	0.0	0.0
60.	0.3	0.4	0.4	0.3	0.2
70.	0.4	0.6	1.0	0.7	0.7
80.	0.7	0.7	1.4	1.0	0.9
90.	0.7	0.7	1.4	1.1	0.8
100.	0.5	0.8	1.3	1.0	0.8
110.	0.5	0.7	1.2	1.0	0.8
120.	0.5	0.8	1.2	1.0	0.8
130.	0.6	0.8	1.1	0.9	0.8
140.	0.6	0.8	1.0	0.8	0.8
150.	0.7	0.8	1.0	0.8	0.8
160.	0.7	0.8	1.1	0.9	0.9
170.	0.8	0.8	1.1	0.8	0.8
180.	0.8	0.9	1.3	0.9	0.8
190.	0.9	1.1	1.3	0.9	0.8
200.	1.1	1.3	1.6	1.3	1.1
210.	1.4	1.8	1.9	1.8	1.5
220.	1.7	1.7	2.3	2.4	1.9
230.	1.6	1.8	2.3	2.3	2.1
240.	1.1	1.4	1.7	1.8	1.7
250.	0.9	1.2	1.4	1.6	1.3
260.	0.6	1.1	1.2	1.2	0.9
270.	0.4	0.9	1.1	1.0	0.8
280.	0.4	0.7	1.1	0.9	0.5
290.	0.3	0.6	1.1	0.7	0.4
300.	0.3	0.6	1.0	0.7	0.4
310.	0.3	0.6	1.0	0.6	0.3
320.	0.3	0.6	1.0	0.6	0.3
330.	0.3	0.6	0.9	0.5	0.3
340.	0.3	0.5	0.8	0.5	0.3
350.	0.3	0.5	0.8	0.6	0.3
360.	0.4	0.4	0.7	0.5	0.3
MAX	1.7	1.8	2.3	2.4	2.1
DEGR.	220	230	220	220	230

THE HIGHEST CONCENTRATION OF 3.40 PPM OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35: 1

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	192.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	192.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	68.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	137.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	177.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	177.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	84.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	93.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	99.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	70.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 96. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 70. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3354.5 3817.9 * 39.
337. AG 192. 100.0 1.0 20.0 0.32 2.0
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 708. 8.9 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2145. 8.9 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1455. 8.9 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 8.9 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 9.2 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2642. 8.9 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1503. 9.2 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1367. 8.9 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2398. 8.9 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 8.9 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1422. 8.9 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 8.9 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1185. 8.9 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2480. 8.9 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 9.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2498. 8.9 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 318. 9.0 1.0 54.0

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JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35: 1

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	*	90	66	3.0	1027	1600	48.73	1	3
2. Fen/Brook NB TTR	*	90	66	3.0	993	1600	48.73	1	3
3. Fen/Brook EB L	*	90	47	3.0	682	1600			

48.73	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	648	1600	
48.73	1	3					
5. Fen/Brook R	*	90	47	3.0	125	1600	
48.73	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	797	1600	
48.73	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	1148	1600	
48.73	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600	
48.73	1	3					
9. Park/Brook NWB R	*	90	63	3.0	125	1600	
48.73	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600	
48.73	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
48.73	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
48.73	1	3					
13. Full/Brook SB TR	*	90	58	3.0	546	1600	
48.73	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	202	1600	
48.73	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	589	1600	
48.73	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
48.73	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
48.73	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	
48.73	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
48.73	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
48.73	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600	
48.73	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*

21. Kil/Boyl NE1	3353.1	3935.2	6.0
22. Kil/Boyl NE2	3378.7	3864.7	6.0
23. Kil/Boyl NE3	3404.3	3794.2	6.0
24. Kil/Boyl NE4	3474.8	3819.7	6.0

♀

DATE : 2/13/12
TIME : 10:35: 1

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Kil/Boyl NE5	3545.3	3845.3	6.0
26. Kil/Boyl SE1	3583.3	3742.1	6.0
27. Kil/Boyl SE2	3512.8	3716.5	6.0
28. Kil/Boyl SE3	3442.3	3690.9	6.0
29. Kil/Boyl SE4	3468.5	3620.6	6.0
30. Kil/Boyl SE5	3494.7	3550.4	6.0
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (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	0.5	0.7	0.8	0.4	0.3	0.3	0.4	0.9	1.0	1.0	0.1	0.1	0.3	0.1	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	0.3	0.3	0.3	0.4	1.0	1.1	1.0	0.2	0.2	0.3	0.1	0.0
20.	0.0	0.0	0.1	0.1	0.2	0.5	0.6	1.0	0.3	0.1	0.1	0.3	1.0	1.0	1.3	0.5	0.3	0.4	0.1	0.0
30.	0.0	0.0	0.4	0.4	0.5	0.5	0.6	0.7	0.3	0.1	0.1	0.3								

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0.9   0.8   1.2   1.3   1.0   0.8   0.2   0.0
  40.   *   0.1   0.3   0.9   0.8   0.9   0.3   0.3   0.5   0.1   0.0   0.0   0.1
0.6   0.5   0.9   1.8   1.5   1.4   0.5   0.1
  50.   *   0.2   0.3   1.1   1.1   1.1   0.1   0.1   0.1   0.0   0.0   0.0   0.0
0.3   0.1   0.3   1.8   1.6   1.6   0.6   0.2
  60.   *   0.3   0.4   1.2   1.1   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.5   1.6   1.4   0.7   0.3
  70.   *   0.3   0.4   1.0   0.9   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.4   1.2   0.8   0.3
  80.   *   0.3   0.4   0.9   1.0   0.8   0.0   0.0   0.0   0.0   0.1   0.1   0.1
0.1   0.1   0.1   1.2   1.3   1.3   0.6   0.4
  90.   *   0.3   0.4   0.8   0.9   0.7   0.0   0.0   0.1   0.1   0.1   0.1   0.1
0.2   0.1   0.1   1.0   1.3   1.3   0.6   0.4
 100.   *   0.3   0.4   0.9   1.1   0.8   0.1   0.1   0.1   0.1   0.1   0.2   0.1
0.2   0.2   0.2   1.0   1.1   1.2   0.8   0.5
 110.   *   0.3   0.4   0.9   1.1   0.8   0.1   0.1   0.1   0.1   0.2   0.2   0.2
0.2   0.2   0.3   1.0   1.2   1.1   0.7   0.5
 120.   *   0.4   0.5   1.0   1.1   0.8   0.1   0.1   0.2   0.2   0.2   0.3   0.2
0.2   0.2   0.3   1.1   1.2   1.2   0.6   0.5
 130.   *   0.6   0.7   1.0   1.2   0.8   0.1   0.2   0.2   0.2   0.3   0.4   0.2
0.2   0.3   0.3   1.0   1.2   1.2   0.6   0.4
 140.   *   0.5   0.9   1.2   1.2   0.9   0.2   0.2   0.2   0.2   0.3   0.5   0.3
0.3   0.2   0.2   1.0   1.0   1.3   0.7   0.4
 150.   *   0.5   0.7   1.2   1.2   0.9   0.2   0.2   0.4   0.3   0.4   0.3   0.2
0.2   0.2   0.2   1.0   1.0   1.2   0.6   0.6
 160.   *   0.6   0.9   1.3   1.3   1.1   0.2   0.3   0.3   0.2   0.4   0.3   0.3
0.2   0.2   0.2   0.9   1.1   1.3   0.6   0.4
 170.   *   0.4   0.8   1.3   1.3   1.1   0.2   0.2   0.3   0.2   0.3   0.3   0.3
0.2   0.2   0.1   1.0   1.0   1.4   0.4   0.4
 180.   *   0.5   0.8   1.3   1.4   1.2   0.2   0.2   0.4   0.2   0.3   0.3   0.2
0.2   0.1   0.1   1.3   1.1   1.3   0.6   0.5
 190.   *   0.4   0.8   1.6   1.4   1.2   0.2   0.2   0.3   0.2   0.3   0.3   0.2
0.1   0.2   0.3   1.5   1.3   1.5   0.6   0.4
 200.   *   0.5   0.7   1.5   1.6   1.7   0.1   0.3   0.5   0.1   0.2   0.2   0.1
0.3   0.3   0.5   1.8   1.6   1.5   0.5   0.5
 210.   *   0.4   0.7   1.6   1.6   1.7   0.6   0.7   1.0   0.3   0.2   0.2   0.3
0.8   0.8   1.2   2.2   1.7   1.5   0.6   0.4
 220.   *   0.0   0.4   1.1   1.1   1.1   0.9   1.0   1.3   0.6   0.5   0.5   0.6
1.0   1.0   1.5   1.8   1.3   1.0   0.3   0.1
 230.   *   0.0   0.1   0.5   0.3   0.3   0.8   0.9   1.1   0.5   0.6   0.6   0.6
0.9   0.9   1.2   0.7   0.4   0.3   0.0   0.0
 240.   *   0.0   0.1   0.3   0.2   0.1   0.8   0.8   1.1   0.3   0.3   0.3   0.3
0.9   0.7   0.9   0.3   0.1   0.1   0.0   0.0
 250.   *   0.0   0.0   0.3   0.1   0.0   0.7   0.9   1.0   0.4   0.3   0.3   0.3
0.9   0.6   0.8   0.1   0.0   0.0   0.0   0.0
 260.   *   0.0   0.0   0.3   0.0   0.0   0.7   0.9   1.0   0.5   0.3   0.2   0.3
0.9   0.5   0.8   0.1   0.0   0.0   0.0   0.0
 270.   *   0.0   0.0   0.2   0.0   0.0   0.5   0.8   1.0   0.6   0.3   0.2   0.4
0.9   0.5   0.7   0.1   0.0   0.0   0.0   0.0
 280.   *   0.0   0.0   0.2   0.0   0.0   0.5   0.8   0.8   0.4   0.2   0.2   0.4
0.8   0.5   0.6   0.0   0.0   0.0   0.0   0.0
 290.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.7   0.7   0.6   0.2   0.3   0.5
0.7   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 300.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.7   0.7   0.6   0.2   0.2   0.5
0.7   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 310.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.7   0.3   0.2   0.2   0.5
0.8   0.7   0.6   0.0   0.0   0.1   0.0   0.0
 320.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.6   0.3   0.2   0.2   0.5
0.7   0.8   0.6   0.0   0.0   0.2   0.0   0.0
 330.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.6   0.3   0.2   0.2   0.5
0.8   0.8   0.7   0.0   0.0   0.3   0.0   0.0
 340.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.6   0.6   0.4   0.2   0.2   0.4
0.9   0.8   0.7   0.0   0.0   0.3   0.0   0.0
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 350.  *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.8   0.4   0.2   0.2   0.4
0.8   1.0   0.7   0.1   0.0   0.3   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.7   0.8   0.4   0.3   0.3   0.4
0.9   1.0   1.0   0.1   0.1   0.3   0.1   0.0

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   0.6   0.9   1.6   1.6   1.7   0.9   1.0   1.3   0.6   0.6   0.6   0.6
1.0   1.1   1.5   2.2   1.7   1.6   0.8   0.6
 DEGR. *  130   140   210   200   210   220   220   220   220   230   230   220
10    10   220   210   210    50    70   150
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JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   0.8   0.9   1.0   0.6   0.4   0.6   0.7
1.1   1.0   0.9   0.1   0.1   0.2   0.1   0.2
  10.  *   0.1   0.1   0.1   0.1   0.1   0.6   0.9   1.0   0.6   0.3   0.5   0.8
0.9   1.0   0.9   0.1   0.1   0.3   0.2   0.2
  20.  *   0.1   0.1   0.1   0.0   0.0   0.6   0.9   1.0   0.5   0.2   0.4   0.6
0.9   1.2   1.0   0.1   0.1   0.4   0.2   0.1
  30.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   0.9   0.4   0.2   0.3   0.6
1.0   1.0   0.9   0.1   0.0   0.4   0.1   0.1
  40.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   0.9   0.3   0.1   0.3   0.5
1.1   1.1   1.1   0.0   0.0   0.4   0.1   0.0
  50.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   1.0   0.3   0.1   0.1   0.3
1.0   1.2   1.3   0.0   0.1   0.4   0.1   0.0
  60.  *   0.0   0.0   0.2   0.2   0.1   0.5   0.7   0.9   0.2   0.1   0.1   0.3
1.0   1.0   1.2   0.3   0.4   0.6   0.1   0.0
  70.  *   0.0   0.1   0.5   0.4   0.2   0.2   0.4   0.5   0.1   0.0   0.1   0.2
0.7   0.6   0.8   0.8   0.8   0.8   0.2   0.0
  80.  *   0.1   0.2   0.9   0.7   0.4   0.1   0.2   0.2   0.0   0.0   0.0   0.0
0.3   0.3   0.3   1.1   1.0   1.1   0.4   0.1
  90.  *   0.1   0.3   1.0   0.8   0.5   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.1   1.2   0.4   0.1
 100.  *   0.1   0.3   1.1   0.9   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.2   1.1   1.3   0.6   0.2
 110.  *   0.2   0.4   1.0   0.8   0.5   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   1.0   1.0   1.0   0.7   0.3
 120.  *   0.2   0.5   1.0   0.9   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   1.0   1.0   0.8   0.4
 130.  *   0.3   0.5   0.9   0.8   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.8   0.9   0.9   0.8   0.4
 140.  *   0.3   0.5   0.9   0.8   0.7   0.0   0.0   0.0   0.0   0.0   0.0   0.1
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0.1   0.0   0.0   0.8   0.9   0.8   0.8   0.6
 150.  *   0.3   0.5   0.9   0.8   0.8   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.9   0.8   0.7   0.5
 160.  *   0.4   0.5   0.9   0.9   0.8   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.4
 170.  *   0.5   0.7   0.8   0.9   0.8   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 180.  *   0.6   0.7   0.8   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 190.  *   0.5   0.9   0.9   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.8   0.9   0.5   0.3
 200.  *   0.4   0.8   1.0   1.0   0.9   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.5   0.3
 210.  *   0.4   0.7   1.1   1.0   0.9   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.4   0.2
 220.  *   0.6   0.8   1.3   1.2   1.1   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   1.0   1.2   1.0   0.8   0.5
 230.  *   0.6   0.9   1.5   1.4   1.5   0.1   0.2   0.3   0.1   0.0   0.1   0.2
0.2   0.3   0.3   1.2   1.3   1.4   0.7   0.6
 240.  *   0.4   0.7   1.3   1.2   1.3   0.5   0.5   0.5   0.2   0.2   0.2   0.2
0.5   0.6   0.5   1.1   1.3   1.2   0.5   0.3
 250.  *   0.2   0.5   1.0   0.9   0.9   0.8   0.7   0.9   0.3   0.2   0.1   0.3
0.8   0.8   0.7   0.7   0.8   0.7   0.3   0.2
 260.  *   0.2   0.2   0.7   0.5   0.4   1.2   1.1   1.3   0.4   0.1   0.2   0.3
1.0   0.9   0.7   0.5   0.5   0.4   0.2   0.2
 270.  *   0.1   0.2   0.5   0.2   0.1   1.3   1.2   1.4   0.5   0.3   0.3   0.5
1.3   0.9   0.9   0.2   0.1   0.1   0.1   0.2
 280.  *   0.2   0.2   0.5   0.1   0.1   1.2   1.1   1.2   0.7   0.5   0.3   0.6
1.1   0.9   0.7   0.2   0.1   0.1   0.1   0.2
 290.  *   0.2   0.2   0.5   0.1   0.1   1.0   1.1   1.0   0.7   0.5   0.3   0.5
1.1   1.0   0.7   0.1   0.1   0.1   0.1   0.2
 300.  *   0.2   0.2   0.4   0.1   0.1   1.0   1.2   1.0   0.7   0.5   0.4   0.6
1.1   1.0   0.7   0.2   0.1   0.1   0.1   0.2
 310.  *   0.2   0.2   0.3   0.1   0.1   0.9   1.0   1.1   0.7   0.5   0.4   0.6
1.0   0.9   0.8   0.1   0.1   0.1   0.2   0.2
 320.  *   0.2   0.1   0.2   0.1   0.1   0.9   1.0   1.1   0.7   0.6   0.4   0.7
1.0   0.9   0.9   0.1   0.1   0.1   0.2   0.2
 330.  *   0.1   0.1   0.2   0.1   0.1   0.9   1.0   1.1   0.6   0.5   0.4   0.7
1.0   1.0   0.9   0.1   0.1   0.1   0.1   0.2
 340.  *   0.1   0.1   0.1   0.1   0.1   0.9   1.0   1.0   0.6   0.4   0.5   0.6
1.1   1.1   1.0   0.1   0.1   0.1   0.1   0.2
 350.  *   0.1   0.1   0.1   0.1   0.1   0.9   0.9   1.0   0.6   0.4   0.5   0.6
1.2   1.0   0.9   0.1   0.1   0.2   0.1   0.1
 360.  *   0.1   0.1   0.1   0.1   0.1   0.8   0.9   1.0   0.6   0.4   0.6   0.7
1.1   1.0   0.9   0.1   0.1   0.2   0.1   0.2

------*-------------------------------------------------------------------------
------------------------------------------
 MAX   *   0.6   0.9   1.5   1.4   1.5   1.3   1.2   1.4   0.7   0.6   0.6   0.8
1.3   1.2   1.3   1.2   1.3   1.4   0.8   0.6
 DEGR. *  180   190   230   230   230   270   270   270   280   320     0    10
270    20    50   230   240   230   120   140

 THE HIGHEST CONCENTRATION OF    2.20 PPM OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/28/12
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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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	192.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	192.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	68.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	137.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	177.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	177.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	84.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	93.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	99.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	70.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 96. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 70. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3354.5 3817.9 * 39.
337. AG 192. 100.0 1.0 20.0 0.32 2.0
22. Boyl/Jersey WB * 4012.7 3973.4 6722.7 4912.5 * 2868.
71. AG 195. 100.0 1.0 20.0 1.82 145.7
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 45. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -372.9 2125.0 * 4689.
247. AG 45. 100.0 1.0 10.0 1.45 238.2
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 71. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 708. 8.9 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2145. 8.9 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1455. 8.9 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 8.9 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 9.2 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2642. 8.9 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1503. 9.2 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1367. 8.9 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2398. 8.9 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 8.9 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1422. 8.9 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 8.9 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1185. 8.9 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2480. 8.9 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 9.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2498. 8.9 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 318. 9.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2589. 8.9 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 9.0 1.0 42.0

♀

JOB: The Point RUN: 2017BD

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LINK VARIABLES

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

		* X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	* 3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2502.	8.9	1.0 90.0
46.	Boyl/Jersey N	* 3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	119.	9.0	1.0 42.0

♀

JOB: The Point RUN: 2017BD

DATE : 2/28/12
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ADDITIONAL QUEUE LINK PARAMETERS

	LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1.	Fen/Brook SB LTT	* 90	66	3.0	1027	1600	48.73	1	3
2.	Fen/Brook NB TTR	* 90	66	3.0	993	1600	48.73	1	3
3.	Fen/Brook EB L	* 90	47	3.0	682	1600	48.73	1	3
4.	Fen/Brook EB LTT	* 90	47	3.0	648	1600	48.73	1	3
5.	Fen/Brook R	* 90	47	3.0	125	1600	48.73	1	3
6.	Park/Brook SB TTR	* 90	56	3.0	797	1600	48.73	1	3
7.	Park/Brook WB LLR	* 90	61	3.0	1148	1600	48.73	1	3
8.	Park/Brook NWB LTTT	* 90	63	3.0	655	1600	48.73	1	3
9.	Park/Brook NWB R	* 90	63	3.0	125	1600	48.73	1	3
10.	Park/Brook NEB LTT	* 90	61	3.0	490	1600	48.73	1	3
11.	Park/Brook NEB RR	* 90	61	3.0	1125	1600	48.73	1	3
12.	Full/Brook SB L	* 90	68	3.0	50	1600	48.73	1	3
13.	Full/Brook SB TR	* 90	58	3.0	546	1600	48.73	1	3
14.	Full/Brook WB LTR	* 90	32	3.0	202	1600	48.73	1	3
15.	Full/Brook NB LTR	* 90	68	3.0	589	1600	48.73	1	3
16.	Full/Brook EB L	* 90	22	3.0	115	1600	48.73	1	3
17.	Full/Brook EB TR	* 90	32	3.0	350	1600	48.73	1	3
18.	Kil/Boyl WB LTTR	* 90	24	3.0	1099	1600			

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48.73      1        3
      19. Kil/Boyl NB LTR     *      90       66       3.0        80       1600
48.73      1        3
      20. Kil/Boyl EB LTTR    *      90       24       3.0      1350       1600
48.73      1        3
      21. Kil/Boyl SB LTR     *      90       66       3.0       219       1600
48.73      1        3
      22. Boyl/Jersey WB      *      87       65       3.0      1134       1600
48.73      1        3
      23. Boyl/Jersey EB L    *      87       30       3.0        27       1600
48.73      1        3
      24. Boyl/Jersey EB TTR  *      87       30       3.0      1387       1600
48.73      1        3
      25. Boyl/Jersey NB LTR  *      87       47       3.0       193       1600
48.73      1        3
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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

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   0.  *   0.0   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.5   0.8
0.9   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  10.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.2   1.2   0.7   0.4   0.5   0.8
1.0   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  20.  *   0.0   0.0   0.0   0.0   0.0   1.3   1.3   1.3   0.7   0.4   0.5   0.9
1.1   1.0   1.0   0.0   0.0   0.0   0.0   0.0
  30.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.4   1.4   0.7   0.3   0.4   0.8
1.4   1.1   1.1   0.0   0.0   0.0   0.0   0.0
  40.  *   0.0   0.0   0.0   0.0   0.0   1.3   1.4   1.5   0.6   0.4   0.4   0.8
1.5   1.4   1.3   0.0   0.0   0.0   0.0   0.0
  50.  *   0.0   0.0   0.1   0.0   0.0   1.2   1.4   1.5   0.5   0.3   0.3   0.7
1.6   1.4   1.5   0.0   0.0   0.0   0.0   0.0
  60.  *   0.0   0.0   0.2   0.2   0.2   1.0   1.3   1.4   0.4   0.2   0.2   0.5
1.6   1.5   1.6   0.3   0.3   0.3   0.0   0.0
  70.  *   0.1   0.2   0.8   0.8   0.7   0.7   0.8   0.8   0.2   0.1   0.1   0.3
1.2   1.1   1.1   0.9   0.9   0.8   0.2   0.1
  80.  *   0.2   0.5   1.3   1.2   0.9   0.3   0.3   0.3   0.0   0.0   0.0   0.1
0.5   0.4   0.4   1.3   1.3   1.3   0.5   0.2
  90.  *   0.2   0.5   1.5   1.4   1.1   0.0   0.0   0.1   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.3   1.3   1.4   0.6   0.3
 100.  *   0.4   0.7   1.4   1.3   1.2   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.0   1.2   1.3   0.7   0.4
 110.  *   0.5   0.7   1.4   1.4   1.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.9   0.9   1.2   0.7   0.5
 120.  *   0.4   0.7   1.3   1.3   1.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   1.0   1.0   0.7   0.4
 130.  *   0.4   0.7   1.2   1.2   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.8   0.9   0.6   0.4
 140.  *   0.4   0.7   1.0   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.7   0.7   0.9   0.6   0.4
 150.  *   0.4   0.6   0.9   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.9   0.5   0.3
 160.  *   0.5   0.7   0.9   1.1   1.1   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.7   0.6   0.4
 170.  *   0.3   0.5   1.0   1.1   1.1   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.7   0.5   0.3
 180.  *   0.3   0.5   0.9   1.0   1.0   0.0   0.0   0.2   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.7   0.5   0.3
 190.  *   0.3   0.5   0.9   1.0   1.1   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.8   0.5   0.3
 200.  *   0.3   0.5   0.9   1.3   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.9   1.0   0.5   0.3
 210.  *   0.3   0.5   1.0   1.3   1.4   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   1.0   1.0   0.5   0.2
 220.  *   0.3   0.5   1.0   1.2   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.3
 230.  *   0.2   0.5   1.1   1.2   1.4   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.1   0.0   0.0   0.8   1.0   1.1   0.4   0.3
 240.  *   0.2   0.5   1.1   1.2   1.4   0.3   0.3   0.5   0.1   0.0   0.0   0.0
0.3   0.4   0.4   0.9   1.0   1.1   0.4   0.1
 250.  *   0.1   0.2   0.7   0.8   0.9   1.0   0.9   1.1   0.2   0.0   0.0   0.2
0.9   0.8   0.8   0.6   0.7   0.8   0.2   0.1
 260.  *   0.1   0.1   0.3   0.4   0.4   1.5   1.4   1.6   0.7   0.2   0.2   0.5
1.4   1.2   1.1   0.3   0.3   0.3   0.1   0.1
 270.  *   0.1   0.1   0.1   0.1   0.1   1.6   1.3   1.6   0.8   0.3   0.4   0.6
1.4   1.3   1.1   0.1   0.1   0.2   0.1   0.1
 280.  *   0.1   0.1   0.1   0.1   0.1   1.5   1.3   1.4   0.7   0.4   0.5   0.5
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 290.  *   0.1   0.1   0.1   0.1   0.1   1.4   1.4   1.3   0.7   0.3   0.2   0.6
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 300.  *   0.1   0.1   0.1   0.1   0.1   1.3   1.4   1.3   0.8   0.4   0.3   0.6
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 310.  *   0.1   0.1   0.1   0.1   0.1   1.2   1.2   1.1   0.8   0.4   0.3   0.6
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1.1   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 320.  *   0.1   0.1   0.1   0.1   0.1   1.1   1.2   0.9   0.7   0.5   0.3   0.6
1.0   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 330.  *   0.1   0.1   0.1   0.0   0.0   1.1   1.1   1.1   0.7   0.4   0.3   0.6
0.9   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 340.  *   0.1   0.0   0.0   0.0   0.0   1.2   1.2   1.0   0.6   0.4   0.5   0.5
0.8   1.1   1.1   0.1   0.1   0.1   0.1   0.1
 350.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.2   1.0   0.6   0.4   0.4   0.7
0.9   0.9   0.9   0.1   0.0   0.0   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.5   0.8
0.9   0.9   0.9   0.0   0.0   0.0   0.0   0.0

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   0.5   0.7   1.5   1.4   1.4   1.6   1.4   1.6   0.8   0.5   0.5   0.9
1.6   1.5   1.6   1.3   1.3   1.4   0.7   0.5
 DEGR. *  110   100    90    90   210   270    30   260   270   320     0    20
50    60    60    80    80    90   100   110

 THE HIGHEST CONCENTRATION OF    1.60 PPM OCCURRED AT RECEPTOR REC13.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:34:46

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

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160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG      0. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                    RUN: 2017BD


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1027       1600
 0.07      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       993       1600
 0.07      1        3
       3. Fen/Brook EB L      *      90       47       3.0       682       1600
 0.07      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       648       1600
 0.07      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.07      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       797       1600
 0.07      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1148       1600
 0.07      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.07      1        3
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9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.07	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600
0.07	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.07	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.07	1	3				
13. Full/Brook SB TR	*	90	58	3.0	546	1600
0.07	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	202	1600
0.07	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	589	1600
0.07	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.07	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.07	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600
0.07	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.07	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.07	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	1.	5.	6.	6.	4.	3.	4.	4.	5.	5.	5.	0.	1.	2.	1.	0.
10.	0.	0.	0.	1.	1.	5.	6.	7.	4.	2.	4.	4.	6.	6.	6.	1.	1.	2.	1.	0.
20.	0.	0.	1.	1.	1.	5.	6.	7.	5.	2.	3.	5.	7.	7.	7.	1.	2.	3.	1.	1.
30.	0.	0.	2.	2.	2.	5.	6.	7.	4.	2.	2.	4.	8.	8.	8.	3.	3.	4.	2.	1.
40.	0.	1.	4.	4.	4.	4.	4.	5.	3.	2.	2.	3.	8.	7.	7.	5.	5.	6.	2.	2.
50.	1.	2.	6.	5.	5.	4.	3.	3.	2.	1.	2.	2.	7.	5.	5.	6.	6.	8.	4.	2.
60.	2.	3.	7.	6.	6.	3.	2.	2.	2.	0.	1.	2.	3.	2.	2.	3.	4.	5.	3.	2.

```
5.    3.    3.    6.    6.    8.    5.    3.
  70.  *    2.    4.    7.    7.    7.    3.    2.    1.    1.    0.    1.    1.
3.    2.    1.    4.    5.    7.    6.    4.
  80.  *    3.    4.    7.    6.    6.    2.    1.    1.    0.    0.    0.    1.
2.    2.    1.    4.    4.    5.    6.    4.
  90.  *    3.    4.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    4.    5.    4.
 100.  *    2.    4.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    4.    4.    4.
 110.  *    2.    3.    5.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    4.    4.
 120.  *    2.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    3.    3.
 130.  *    3.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 140.  *    3.    3.    4.    5.    4.    0.    0.    0.    0.    0.    0.    1.
1.    1.    0.    3.    3.    3.    2.    2.
 150.  *    3.    4.    4.    5.    4.    0.    0.    1.    0.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    2.
 160.  *    3.    4.    4.    5.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 170.  *    3.    4.    4.    6.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 180.  *    3.    4.    4.    6.    6.    0.    1.    1.    1.    0.    0.    0.
2.    1.    1.    3.    3.    3.    2.    1.
 190.  *    2.    4.    5.    6.    6.    1.    1.    1.    1.    0.    0.    0.
2.    2.    1.    2.    3.    4.    1.    1.
 200.  *    2.    3.    5.    6.    6.    1.    1.    1.    2.    0.    0.    0.
3.    2.    2.    2.    3.    4.    1.    1.
 210.  *    2.    2.    5.    5.    6.    2.    2.    2.    2.    1.    0.    1.
4.    4.    3.    2.    2.    3.    1.    0.
 220.  *    1.    2.    4.    4.    4.    4.    3.    3.    3.    1.    1.    1.
6.    5.    4.    1.    1.    1.    0.    0.
 230.  *    1.    2.    3.    2.    2.    5.    4.    4.    3.    2.    1.    1.
6.    5.    4.    0.    0.    0.    0.    0.
 240.  *    1.    1.    2.    1.    1.    6.    5.    4.    3.    1.    1.    2.
5.    5.    4.    0.    0.    0.    0.    0.
 250.  *    0.    1.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 260.  *    0.    2.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 270.  *    0.    2.    2.    1.    0.    6.    6.    4.    3.    2.    1.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 280.  *    0.    2.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
3.    3.    4.    0.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
2.    3.    4.    0.    0.    0.    0.    0.
 300.  *    0.    1.    2.    0.    0.    4.    6.    5.    3.    2.    1.    2.
2.    3.    4.    0.    0.    0.    0.    0.
 310.  *    0.    1.    1.    0.    0.    4.    6.    5.    3.    3.    2.    2.
3.    3.    4.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    3.    2.    2.
3.    3.    4.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 340.  *    0.    0.    0.    0.    1.    4.    6.    5.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    1.    5.    6.    5.    4.    2.    3.    3.
4.    5.    4.    0.    1.    2.    2.    0.
 360.  *    0.    0.    0.    0.    1.    5.    6.    6.    4.    3.    4.    4.
5.    5.    5.    0.    1.    2.    1.    0.

------*-------------------------------------------------------------------------
```

```
-----------------------------------------
 MAX   *    3.    4.    7.    7.    7.    6.    6.    7.    5.    3.    4.    5.
8.    8.    8.    6.    6.    8.    6.    4.
 DEGR. *  160   170    70    70    70   250    20    20    20     0     0    20
30    30    30    50    60    60    80    80
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* 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.    3.    3.    4.    3.    2.    5.    5.
5.    6.    6.    0.    1.    2.    1.    0.
  10.  *    0.    0.    0.    0.    0.    3.    3.    4.    2.    2.    4.    5.
6.    5.    6.    1.    1.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    3.    4.    4.    2.    1.    4.    5.
6.    5.    7.    1.    1.    2.    1.    1.
  30.  *    0.    0.    1.    1.    1.    3.    4.    5.    2.    1.    3.    5.
5.    5.    6.    2.    2.    2.    1.    1.
  40.  *    0.    0.    3.    2.    2.    3.    4.    5.    2.    1.    3.    4.
5.    4.    4.    4.    4.    3.    2.    1.
  50.  *    0.    1.    4.    3.    2.    3.    3.    5.    2.    1.    2.    4.
5.    3.    3.    6.    5.    5.    2.    2.
  60.  *    0.    1.    4.    3.    2.    3.    3.    4.    1.    1.    2.    4.
4.    3.    2.    8.    6.    6.    3.    2.
  70.  *    1.    2.    5.    4.    2.    2.    2.    3.    1.    0.    2.    3.
3.    3.    2.    8.    7.    7.    4.    2.
  80.  *    1.    2.    5.    5.    3.    1.    1.    2.    0.    0.    2.    2.
3.    2.    1.    7.    6.    7.    4.    3.
  90.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    2.    1.    7.    5.    7.    5.    4.
 100.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    6.    4.    4.
 110.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    5.    4.    4.
 120.  *    2.    3.    4.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    0.    0.    6.    5.    5.    4.    4.
 130.  *    3.    3.    5.    5.    3.    0.    0.    1.    0.    0.    0.    1.
3.    0.    0.    6.    5.    5.    4.    3.
 140.  *    3.    4.    6.    5.    4.    0.    0.    1.    0.    0.    0.    1.
2.    0.    0.    6.    5.    4.    3.    3.
 150.  *    4.    4.    6.    5.    4.    0.    0.    2.    1.    0.    0.    0.
1.    0.    0.    5.    5.    4.    3.    2.
 160.  *    4.    4.    7.    5.    4.    0.    0.    3.    2.    1.    0.    0.
1.    0.    0.    5.    5.    4.    3.    2.
 170.  *    4.    4.    6.    6.    5.    0.    0.    4.    2.    1.    0.    0.
```

```
0.    1.    0.    5.    6.    5.    3.    2.
 180.  *    4.    4.    7.    6.    5.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    5.    3.    2.
 190.  *    3.    4.    7.    6.    6.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    6.    3.    2.
 200.  *    3.    4.    8.    6.    6.    1.    1.    4.    2.    2.    0.    0.
1.    1.    1.    5.    6.    6.    2.    2.
 210.  *    2.    3.    7.    6.    6.    1.    2.    4.    3.    2.    0.    1.
2.    2.    2.    5.    6.    5.    2.    1.
 220.  *    2.    2.    5.    4.    4.    2.    3.    5.    3.    2.    1.    1.
4.    4.    3.    4.    4.    3.    1.    0.
 230.  *    1.    2.    3.    2.    2.    3.    4.    6.    4.    3.    1.    2.
6.    5.    4.    2.    2.    2.    0.    0.
 240.  *    1.    2.    2.    1.    1.    4.    4.    6.    5.    3.    1.    3.
6.    6.    4.    2.    1.    1.    0.    0.
 250.  *    1.    1.    2.    1.    0.    4.    4.    6.    6.    3.    1.    3.
6.    6.    4.    2.    1.    0.    0.    0.
 260.  *    0.    1.    2.    1.    0.    4.    5.    5.    6.    4.    2.    3.
6.    6.    4.    1.    1.    0.    0.    0.
 270.  *    0.    1.    2.    1.    0.    5.    5.    5.    5.    4.    2.    4.
5.    6.    4.    1.    1.    0.    0.    0.
 280.  *    0.    1.    2.    0.    0.    5.    4.    5.    5.    4.    2.    4.
4.    6.    4.    1.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    4.    4.    5.    5.    4.    2.    4.
4.    6.    5.    1.    0.    0.    0.    0.
 300.  *    0.    1.    1.    0.    0.    4.    4.    5.    4.    5.    2.    3.
4.    6.    5.    0.    0.    0.    0.    0.
 310.  *    0.    0.    1.    0.    0.    4.    4.    5.    4.    4.    2.    3.
4.    6.    6.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    4.    4.    4.    3.    3.    3.
4.    5.    5.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    3.    4.    4.
4.    5.    5.    0.    0.    1.    1.    0.
 340.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    5.    4.
4.    5.    5.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    5.    5.
5.    5.    6.    0.    1.    2.    1.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    4.    3.    2.    5.    5.
5.    6.    6.    0.    1.    2.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    4.    5.    8.    6.    6.    5.    5.    6.    6.    5.    5.    5.
6.    6.    7.    8.    7.    7.    5.    4.
 DEGR. *  170   150   200   200   200   270   260   240   260   300   350     0
250   260    20    70    70    80    90   100
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	1.	1.	2.	1.	0.
10.	*	1.	1.	2.	1.	1.
20.	*	1.	1.	2.	1.	1.
30.	*	1.	2.	2.	1.	1.
40.	*	1.	1.	1.	1.	0.
50.	*	1.	1.	1.	0.	0.
60.	*	0.	1.	1.	1.	1.
70.	*	1.	1.	2.	2.	2.
80.	*	1.	2.	4.	3.	2.
90.	*	2.	2.	4.	3.	2.
100.	*	1.	2.	4.	3.	2.
110.	*	1.	2.	3.	3.	2.
120.	*	1.	2.	3.	3.	2.
130.	*	1.	2.	3.	3.	2.
140.	*	2.	2.	3.	2.	2.
150.	*	2.	2.	3.	3.	3.
160.	*	2.	2.	3.	3.	3.
170.	*	2.	2.	3.	3.	3.
180.	*	2.	2.	4.	3.	3.
190.	*	2.	3.	4.	3.	3.
200.	*	3.	4.	5.	4.	3.
210.	*	4.	5.	6.	5.	4.
220.	*	5.	6.	7.	6.	5.
230.	*	4.	5.	7.	7.	6.
240.	*	3.	4.	6.	6.	6.
250.	*	2.	4.	4.	4.	4.
260.	*	2.	3.	4.	3.	3.
270.	*	1.	2.	3.	3.	2.
280.	*	1.	2.	3.	2.	1.
290.	*	1.	2.	3.	2.	1.
300.	*	0.	2.	3.	2.	1.
310.	*	0.	2.	2.	2.	1.
320.	*	0.	2.	2.	1.	1.
330.	*	0.	2.	2.	1.	0.
340.	*	0.	1.	2.	1.	0.
350.	*	1.	1.	2.	1.	0.
360.	*	1.	1.	2.	1.	0.
MAX	*	5.	6.	7.	7.	6.
DEGR.	*	220	220	220	230	230

THE HIGHEST CONCENTRATION OF 8. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35:11

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG      0. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017BD


      DATE :  2/13/12
      TIME : 10:35:11

       1. Fen/Brook SB LTT    *      90       66       3.0      1027       1600
 0.07      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       993       1600
 0.07      1        3
       3. Fen/Brook EB L      *      90       47       3.0       682       1600
 0.07      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       648       1600
 0.07      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.07      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       797       1600
 0.07      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1148       1600
 0.07      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.07      1        3
```

9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.07	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600
0.07	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.07	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.07	1	3				
13. Full/Brook SB TR	*	90	58	3.0	546	1600
0.07	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	202	1600
0.07	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	589	1600
0.07	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.07	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.07	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600
0.07	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.07	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.07	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35:11

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	
10.	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	
20.	0.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	1.	3.	3.	3.	1.	1.	1.	0.	0.
30.	0.	0.	1.	1.	1.	1.	1.	2.	0.	0.	0.	0.	2.	2.	3.	2.	2.	2.	1.	0.
40.	0.	0.	2.	2.	2.	0.	1.	1.	0.	0.	0.	0.	1.	1.	2.	4.	3.	3.	1.	0.
50.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	4.	4.	4.	1.	0.
60.	0.	1.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	4.	2.	0.
70.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	3.	2.	0.
80.	0.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.

```
  90.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 100.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    3.    3.    2.    1.
 110.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 120.  *    1.    2.    2.    2.    1.    0.    0.    0.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    1.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 140.  *    2.    2.    3.    3.    2.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    2.    1.
 150.  *    2.    2.    3.    3.    2.    0.    1.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    1.    1.
 160.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
1.    1.    0.    2.    2.    3.    1.    1.
 170.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
0.    0.    0.    2.    2.    3.    1.    1.
 180.  *    1.    2.    4.    3.    3.    0.    0.    1.    1.    1.    1.    1.
0.    0.    0.    2.    2.    3.    1.    1.
 190.  *    1.    2.    4.    3.    3.    0.    0.    1.    0.    1.    1.    0.
0.    0.    1.    3.    2.    3.    1.    1.
 200.  *    1.    2.    4.    4.    4.    1.    1.    2.    1.    1.    1.    1.
1.    1.    2.    4.    3.    4.    2.    2.
 210.  *    1.    2.    4.    4.    4.    2.    2.    3.    1.    1.    1.    1.
2.    2.    3.    5.    4.    4.    2.    1.
 220.  *    1.    2.    3.    3.    3.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    4.    3.    3.    1.    1.
 230.  *    0.    0.    2.    1.    1.    3.    3.    4.    2.    2.    2.    2.
3.    2.    3.    2.    2.    1.    0.    0.
 240.  *    0.    0.    1.    0.    0.    2.    3.    3.    1.    1.    2.    1.
2.    1.    2.    1.    0.    0.    0.    0.
 250.  *    0.    0.    1.    0.    0.    2.    2.    3.    1.    1.    1.    1.
2.    1.    2.    0.    0.    0.    0.    0.
 260.  *    0.    0.    1.    0.    0.    2.    2.    3.    1.    0.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    1.    0.    0.    1.    2.    2.    1.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    1.    0.    0.    1.    2.    3.    2.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    1.    2.    2.    2.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    2.
2.    2.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    1.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    2.
3.    2.    1.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    1.    1.
3.    2.    1.    0.    0.    1.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    0.    1.
3.    3.    2.    0.    0.    1.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    0.    1.
3.    3.    2.    0.    0.    1.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    2.    2.    4.    4.    4.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    5.    4.    4.    2.    2.
 DEGR. *  140   150   200   200   210   220   230   220   220   230   230   230
220    10   220   210    50   210   100   200
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JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
10.	*	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
20.	*	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	1.	3.	4.	4.	0.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	0.	1.	3.	4.	4.	0.	0.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	1.	3.	3.	3.	1.	1.	1.	0.	0.
70.	*	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	0.	0.
80.	*	0.	0.	2.	2.	1.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	3.	3.	3.	1.	0.
90.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	4.	1.	0.
100.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.
110.	*	0.	1.	3.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
120.	*	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
130.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
140.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
150.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.
160.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
170.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
180.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.
190.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.

```
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 210.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 220.  *    2.    2.    4.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    4.    2.    1.
 230.  *    2.    3.    5.    4.    4.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    3.    4.    4.    2.    2.
 240.  *    2.    2.    5.    4.    5.    2.    2.    2.    1.    1.    0.    1.
2.    1.    2.    3.    4.    4.    2.    2.
 250.  *    1.    1.    3.    3.    3.    3.    3.    4.    2.    1.    1.    1.
3.    3.    2.    2.    3.    3.    1.    1.
 260.  *    0.    1.    2.    2.    2.    4.    4.    4.    2.    2.    2.    2.
4.    3.    3.    1.    1.    1.    1.    0.
 270.  *    0.    1.    1.    1.    1.    4.    4.    4.    2.    2.    1.    2.
4.    3.    3.    1.    1.    1.    0.    0.
 280.  *    0.    1.    1.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    3.    2.    0.    0.    0.    0.    0.
 290.  *    1.    1.    1.    0.    0.    4.    4.    4.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    0.
 300.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    1.
 310.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    1.    1.
 320.  *    0.    1.    1.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    2.    0.    0.    1.    1.    1.
 330.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    2.    2.    2.
3.    3.    3.    0.    1.    0.    1.    1.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
3.    3.    3.    1.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    1.    2.
3.    3.    3.    1.    0.    1.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    1.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    3.    5.    4.    5.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  230   230   230   230   240   270   260   260   320   260   260     0
280    50    40   100   240   240   120   230

 THE HIGHEST CONCENTRATION OF      5. ug/m**3 OCCURRED AT RECEPTOR REC23.
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:20

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 0. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 0. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3354.5 3817.9 * 39.
337. AG 0. 100.0 1.0 20.0 0.32 2.0
22. Boyl/Jersey WB * 4012.7 3973.4 6722.7 4912.5 * 2868.
71. AG 0. 100.0 1.0 20.0 1.82 145.7
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -372.9 2125.0 * 4689.
247. AG 0. 100.0 1.0 10.0 1.45 238.2
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 0. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 708. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2145. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1455. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2642. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1503. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1367. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2398. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1422. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1185. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2480. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2498. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 318. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2589. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 0.0 1.0 42.0

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JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:20

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)	*	LENGTH

BRG TYPE VPH EF H W V/C QUEUE

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2502.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	119.	0.0	1.0 42.0

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JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:20

1.	Fen/Brook SB LTT	*	90	66	3.0	1027	1600	0.07	1	3			
2.	Fen/Brook NB TTR	*	90	66	3.0	993	1600	0.07	1	3			
3.	Fen/Brook EB L	*	90	47	3.0	682	1600	0.07	1	3			
4.	Fen/Brook EB LTT	*	90	47	3.0	648	1600	0.07	1	3			
5.	Fen/Brook R	*	90	47	3.0	125	1600	0.07	1	3			
6.	Park/Brook SB TTR	*	90	56	3.0	797	1600	0.07	1	3			
7.	Park/Brook WB LLR	*	90	61	3.0	1148	1600	0.07	1	3			
8.	Park/Brook NWB LTTT	*	90	63	3.0	655	1600	0.07	1	3			
9.	Park/Brook NWB R	*	90	63	3.0	125	1600	0.07	1	3			
10.	Park/Brook NEB LTT	*	90	61	3.0	490	1600	0.07	1	3			
11.	Park/Brook NEB RR	*	90	61	3.0	1125	1600	0.07	1	3			
12.	Full/Brook SB L	*	90	68	3.0	50	1600	0.07	1	3			
13.	Full/Brook SB TR	*	90	58	3.0	546	1600	0.07	1	3			
14.	Full/Brook WB LTR	*	90	32	3.0	202	1600	0.07	1	3			
15.	Full/Brook NB LTR	*	90	68	3.0	589	1600	0.07	1	3			
16.	Full/Brook EB L	*	90	22	3.0	115	1600	0.07	1	3			
17.	Full/Brook EB TR	*	90	32	3.0	350	1600	0.07	1	3			
18.	Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	0.07	1	3			
19.	Kil/Boyl NB LTR	*	90	66	3.0	80	1600	0.07	1	3			
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	0.07	1	3			
21.	Kil/Boyl SB LTR	*	90	66	3.0	219	1600	0.07	1	3			
22.	Boyl/Jersey WB	*	87	65	3.0	1134	1600	0.07	1	3			
23.	Boyl/Jersey EB L	*	87	30	3.0	27	1600	0.07	1	3			

24. Boyl/Jersey EB TTR	*	87	30	3.0	1387	1600
0.07	1	3				
25. Boyl/Jersey NB LTR	*	87	47	3.0	193	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Boyl/Jersey NE1	*	3941.9	4156.2	6.0	*
2. Boyl/Jersey NE2	*	3967.3	4085.6	0.0	*
3. Boyl/Jersey NE3	*	3992.7	4015.0	6.0	*
4. Boyl/Jersey NE4	*	4063.2	4040.6	6.0	*
5. Boyl/Jersey NE5	*	4133.7	4066.1	6.0	*
6. Boyl/Jersey SE1	*	4174.0	3963.7	6.0	*
7. Boyl/Jersey SE2	*	4103.5	3938.2	6.0	*
8. Boyl/Jersey SE3	*	4033.0	3912.6	6.0	*
9. Boyl/Jersey SE4	*	4062.4	3843.6	6.0	*
10. Boyl/Jersey SE5	*	4091.8	3774.6	6.0	*
11. Boyl/Jersey SW1	*	4033.4	3753.7	6.0	*
12. Boyl/Jersey SW2	*	4003.9	3822.7	6.0	*
13. Boyl/Jersey SW3	*	3974.5	3891.7	6.0	*
14. Boyl/Jersey SW4	*	3903.8	3866.7	6.0	*
15. Boyl/Jersey SW5	*	3833.1	3841.6	6.0	*
16. Boyl/Jersey NW1	*	3792.9	3944.1	6.0	*
17. Boyl/Jersey NW2	*	3863.6	3969.1	6.0	*
18. Boyl/Jersey NW3	*	3934.3	3994.1	6.0	*
19. Boyl/Jersey NW4	*	3908.9	4064.7	6.0	*
20. Boyl/Jersey NW5	*	3883.5	4135.3	6.0	*

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JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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

```
4.    4.    4.    0.    0.    0.    0.    0.
  60.  *    0.    0.    1.    1.    0.    2.    3.    4.    1.    0.    0.    1.
4.    4.    4.    1.    1.    1.    0.    0.
  70.  *    0.    0.    2.    2.    1.    2.    2.    2.    0.    0.    0.    1.
3.    3.    3.    2.    2.    2.    0.    0.
  80.  *    0.    1.    4.    3.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    4.    4.    4.    1.    0.
  90.  *    0.    1.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    4.    4.    4.    2.    1.
 100.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    4.    4.    4.    2.    1.
 110.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 120.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 140.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 150.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 160.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 170.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 180.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    2.    1.
 190.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 210.  *    1.    2.    3.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 220.  *    1.    2.    3.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 230.  *    1.    2.    4.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    4.    2.    1.
 240.  *    1.    2.    4.    4.    4.    2.    2.    2.    0.    0.    0.    0.
2.    1.    2.    4.    4.    4.    2.    2.
 250.  *    0.    1.    3.    3.    3.    3.    3.    3.    1.    1.    1.    1.
3.    3.    3.    3.    3.    3.    1.    0.
 260.  *    0.    0.    1.    1.    1.    4.    4.    4.    2.    1.    1.    2.
4.    4.    3.    1.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    4.    3.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    3.    3.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    4.    4.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    2.    2.    0.    0.    0.    0.    0.
```

```
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    2.    4.    4.    4.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  230   120    90   240   230   260   270   260   290   290    20    30
50    50    60    90    90    90   110   240

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC5 .
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:34:39

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2.	Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3.	Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5.	Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7.	Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9.	Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10.	Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11.	Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12.	Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14.	Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15.	Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16.	Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17.	Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG      0. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017BD


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1027       1600
 0.04      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       993       1600
 0.04      1        3
       3. Fen/Brook EB L      *      90       47       3.0       682       1600
 0.04      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       648       1600
 0.04      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.04      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       797       1600
 0.04      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1148       1600
 0.04      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.04      1        3
```

9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.04	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600
0.04	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.04	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.04	1	3				
13. Full/Brook SB TR	*	90	58	3.0	546	1600
0.04	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	202	1600
0.04	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	589	1600
0.04	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.04	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.04	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600
0.04	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.04	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.04	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600
0.04	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:34:39

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0. *	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	2.	2.	2.	2.	3.	0.	0.	1.	1.	0.
10. *	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	2.	2.	3.	3.	3.	0.	0.	1.	1.	0.
20. *	0.	0.	0.	0.	1.	3.	3.	3.	2.	1.	2.	2.	4.	3.	3.	0.	1.	1.	1.	0.
30. *	0.	0.	1.	1.	1.	2.	3.	3.	2.	1.	1.	2.	4.	4.	4.	1.	1.	2.	1.	1.
40. *	0.	0.	2.	2.	2.	2.	2.	2.	2.	1.	1.	1.	4.	4.	3.	2.	2.	2.	1.	1.
50. *	0.	1.	3.	3.	3.	2.	2.	2.	1.	1.	1.	1.	4.	3.	2.	3.	3.	4.	2.	1.
60. *	1.	1.	4.	3.	3.	2.	1.	1.	1.	0.	0.	1.	3.	2.	2.	3.	3.	4.	2.	1.

```
3.    2.    1.    3.    3.    4.    2.    1.
  70.  *    1.    2.    4.    3.    4.    1.    1.    1.    0.    0.    0.    1.
2.    1.    1.    2.    2.    3.    3.    2.
  80.  *    1.    2.    4.    3.    3.    1.    1.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    3.    3.    2.
  90.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    2.    2.
 100.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    1.
1.    0.    0.    1.    2.    2.    2.    2.
 110.  *    1.    2.    2.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    2.    2.
 120.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    1.    2.
 130.  *    1.    1.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    1.    1.
 140.  *    1.    1.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    1.    1.    1.
 160.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 170.  *    2.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    2.    1.    0.
 180.  *    1.    2.    2.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    0.    0.    1.    2.    2.    1.    0.
 190.  *    1.    2.    2.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    1.    0.    1.    2.    2.    1.    0.
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    1.    1.    1.    2.    2.    0.    0.
 210.  *    1.    1.    2.    2.    3.    1.    1.    1.    1.    0.    0.    0.
2.    2.    2.    1.    1.    1.    0.    0.
 220.  *    1.    1.    2.    2.    2.    2.    2.    1.    1.    1.    0.    0.
3.    2.    2.    0.    1.    1.    0.    0.
 230.  *    0.    1.    1.    1.    1.    2.    2.    2.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 240.  *    0.    1.    1.    0.    0.    3.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 250.  *    0.    1.    1.    1.    0.    3.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    3.    2.    2.    2.    1.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    3.    3.    2.    1.    1.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    3.    3.    2.    1.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    3.    2.    1.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    3.    2.    2.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
```

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-----------------------------------------
 MAX   *    2.    2.    4.    3.    4.    3.    3.    3.    2.    1.    2.    2.
4.    4.    4.    3.    3.    4.    3.    2.
 DEGR. *  160   190    60    60    70   260    10    30     0   320    10    10
40    30    30    50    60    60    70    80
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♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 WIND  * CONCENTRATION
 ANGLE *      (ug/m**3)
 (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.    1.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  10.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    1.    1.    1.    0.
  30.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    0.    1.    3.
3.    2.    3.    1.    1.    1.    1.    0.
  40.  *    0.    0.    1.    1.    1.    1.    2.    2.    1.    0.    1.    2.
2.    2.    2.    2.    2.    2.    1.    1.
  50.  *    0.    0.    2.    1.    1.    2.    2.    2.    1.    0.    1.    2.
2.    2.    2.    3.    3.    2.    1.    1.
  60.  *    0.    0.    2.    2.    1.    1.    2.    2.    1.    0.    1.    2.
2.    2.    1.    4.    3.    3.    1.    1.
  70.  *    0.    1.    2.    2.    1.    1.    1.    2.    0.    0.    1.    2.
2.    1.    1.    4.    3.    4.    2.    1.
  80.  *    0.    1.    3.    2.    1.    0.    1.    1.    0.    0.    1.    1.
1.    1.    1.    4.    3.    4.    2.    2.
  90.  *    1.    1.    3.    2.    2.    0.    0.    0.    0.    0.    1.    1.
1.    1.    0.    3.    2.    3.    2.    2.
 100.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    1.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 110.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    2.    3.    2.    2.
 120.  *    1.    2.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    3.    3.    2.    2.
 130.  *    1.    2.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    3.    2.    3.    2.    2.
 140.  *    2.    2.    3.    2.    2.    0.    0.    1.    0.    0.    0.    0.
1.    0.    0.    3.    2.    2.    2.    1.
 150.  *    2.    2.    3.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    2.    1.    1.
 160.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    2.    3.    2.    1.    1.
 170.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
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```
0.    0.    0.    2.    3.    2.    2.    1.
 180.  *    2.    2.    3.    3.    3.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 190.  *    2.    2.    4.    3.    3.    0.    0.    2.    1.    1.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 200.  *    1.    2.    4.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    0.    3.    3.    3.    1.    1.
 210.  *    1.    2.    4.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    1.    2.    3.    3.    1.    0.
 220.  *    1.    1.    2.    2.    2.    1.    2.    2.    2.    1.    0.    1.
2.    2.    1.    2.    2.    2.    0.    0.
 230.  *    1.    1.    1.    1.    1.    1.    2.    3.    2.    1.    0.    1.
3.    2.    2.    1.    1.    1.    0.    0.
 240.  *    0.    1.    1.    0.    0.    2.    2.    3.    2.    1.    1.    1.
3.    3.    2.    1.    1.    0.    0.    0.
 250.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
2.    3.    2.    1.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    3.    2.    2.    1.    1.
2.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    1.    1.
2.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    2.    1.
2.    2.    3.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    2.    2.    4.    3.    3.    2.    2.    3.    3.    2.    2.    3.
3.    3.    3.    4.    3.    4.    2.    2.
 DEGR. *  150   150   200   200   210   270   240   230   260   280   350     0
250   270    20    70   200    80    90   100
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	0.	1.	1.	0.	0.
10.	*	0.	0.	1.	0.	0.
20.	*	0.	1.	1.	0.	0.
30.	*	1.	1.	1.	0.	0.
40.	*	1.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.
60.	*	0.	0.	1.	0.	0.
70.	*	0.	0.	1.	1.	1.
80.	*	1.	1.	2.	1.	1.
90.	*	1.	1.	2.	2.	1.
100.	*	1.	1.	2.	2.	1.
110.	*	1.	1.	2.	1.	1.
120.	*	1.	1.	2.	1.	1.
130.	*	1.	1.	1.	1.	1.
140.	*	1.	1.	1.	1.	1.
150.	*	1.	1.	1.	1.	1.
160.	*	1.	1.	2.	1.	1.
170.	*	1.	1.	2.	1.	1.
180.	*	1.	1.	2.	1.	1.
190.	*	1.	2.	2.	2.	1.
200.	*	1.	2.	2.	2.	2.
210.	*	2.	2.	3.	3.	2.
220.	*	2.	3.	3.	3.	2.
230.	*	2.	3.	3.	3.	3.
240.	*	2.	2.	3.	3.	3.
250.	*	1.	2.	2.	2.	2.
260.	*	1.	2.	2.	2.	1.
270.	*	1.	1.	2.	1.	1.
280.	*	0.	1.	1.	1.	1.
290.	*	0.	1.	1.	1.	0.
300.	*	0.	1.	1.	1.	0.
310.	*	0.	1.	1.	1.	0.
320.	*	0.	1.	1.	1.	0.
330.	*	0.	1.	1.	1.	0.
340.	*	0.	1.	1.	1.	0.
350.	*	0.	1.	1.	0.	0.
360.	*	0.	1.	1.	0.	0.
MAX	*	3.	3.	3.	3.	3.
DEGR.	*	220	220	230	230	230

THE HIGHEST CONCENTRATION OF 4. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35:18

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2.	Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3.	Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5.	Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7.	Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9.	Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10.	Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11.	Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12.	Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14.	Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15.	Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16.	Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17.	Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG      0. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                    RUN: 2017BD


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1027       1600
 0.04      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       993       1600
 0.04      1        3
       3. Fen/Brook EB L      *      90       47       3.0       682       1600
 0.04      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       648       1600
 0.04      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.04      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       797       1600
 0.04      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1148       1600
 0.04      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.04      1        3
```

9. Park/Brook NWB R	*	90	63	3.0	125	1600	
0.04	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600	
0.04	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
0.04	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
0.04	1	3					
13. Full/Brook SB TR	*	90	58	3.0	546	1600	
0.04	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	202	1600	
0.04	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	589	1600	
0.04	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
0.04	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
0.04	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	
0.04	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
0.04	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
0.04	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600	
0.04	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

JOB: The Point RUN: 2017BD

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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
40.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	2.	2.	2.	0.	0.
50.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
60.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
70.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	0.
80.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	0.

```
  90.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 100.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 110.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 120.  *    1.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 130.  *    1.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    1.    1.    2.    1.    1.
 140.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    0.    1.    1.
0.    0.    0.    1.    1.    2.    1.    1.
 150.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 160.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 170.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 180.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    0.    0.
 190.  *    0.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    1.    2.    1.    1.
 200.  *    1.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    1.    2.    2.    2.    1.    1.
 210.  *    1.    1.    2.    2.    2.    1.    1.    2.    0.    0.    0.    0.
1.    1.    2.    2.    2.    2.    1.    1.
 220.  *    0.    1.    2.    1.    2.    2.    2.    2.    1.    1.    1.    1.
1.    1.    2.    2.    2.    1.    0.    0.
 230.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    1.    2.    1.    1.    0.    0.    0.
 240.  *    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
1.    1.    2.    2.    2.    2.    1.    1.
 DEGR. *  140   210   200   200   210   220   220   220   220   230   230   220
220   220   220   210    50   210   110   200
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	2.	2.	0.	1.	1.	0.	0.
70.	*	0.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
80.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	0.
90.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
100.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
110.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
120.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
150.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
170.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
180.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
190.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.

```
 200.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 220.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 230.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 240.  *    0.    1.    2.    2.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
 250.  *    0.    0.    2.    2.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    1.    1.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    1.    1.    1.    0.    0.
 270.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    2.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  230   230   240   230   230   270   260   260   270   270     0     0
270    30    40    90   240   230   230   230

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:27

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52	104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47	95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01	18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48	4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19	1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51	4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35	90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56	3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32	2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58	4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32	84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17	0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14	48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11	0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95	163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10	0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37	3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51	3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.								

160. AG 0. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 0. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3354.5 3817.9 * 39.
337. AG 0. 100.0 1.0 20.0 0.32 2.0
22. Boyl/Jersey WB * 4012.7 3973.4 6722.7 4912.5 * 2868.
71. AG 0. 100.0 1.0 20.0 1.82 145.7
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -372.9 2125.0 * 4689.
247. AG 0. 100.0 1.0 10.0 1.45 238.2
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 0. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 708. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2145. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1455. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2642. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1503. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1367. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2398. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1422. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1185. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2480. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2498. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 318. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2589. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:27

LINK VARIABLES

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

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2502.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	119.	0.0	1.0 42.0

JOB: The Point RUN: 2017BD

DATE : 2/28/12
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1.	Fen/Brook SB LTT	*	90	66	3.0	1027	1600	0.04	1	3
2.	Fen/Brook NB TTR	*	90	66	3.0	993	1600	0.04	1	3
3.	Fen/Brook EB L	*	90	47	3.0	682	1600	0.04	1	3
4.	Fen/Brook EB LTT	*	90	47	3.0	648	1600	0.04	1	3
5.	Fen/Brook R	*	90	47	3.0	125	1600	0.04	1	3
6.	Park/Brook SB TTR	*	90	56	3.0	797	1600	0.04	1	3
7.	Park/Brook WB LLR	*	90	61	3.0	1148	1600	0.04	1	3
8.	Park/Brook NWB LTTT	*	90	63	3.0	655	1600	0.04	1	3
9.	Park/Brook NWB R	*	90	63	3.0	125	1600	0.04	1	3
10.	Park/Brook NEB LTT	*	90	61	3.0	490	1600	0.04	1	3
11.	Park/Brook NEB RR	*	90	61	3.0	1125	1600	0.04	1	3
12.	Full/Brook SB L	*	90	68	3.0	50	1600	0.04	1	3
13.	Full/Brook SB TR	*	90	58	3.0	546	1600	0.04	1	3
14.	Full/Brook WB LTR	*	90	32	3.0	202	1600	0.04	1	3
15.	Full/Brook NB LTR	*	90	68	3.0	589	1600	0.04	1	3
16.	Full/Brook EB L	*	90	22	3.0	115	1600	0.04	1	3
17.	Full/Brook EB TR	*	90	32	3.0	350	1600	0.04	1	3
18.	Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	0.04	1	3
19.	Kil/Boyl NB LTR	*	90	66	3.0	80	1600	0.04	1	3
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	0.04	1	3
21.	Kil/Boyl SB LTR	*	90	66	3.0	219	1600	0.04	1	3
22.	Boyl/Jersey WB	*	87	65	3.0	1134	1600	0.04	1	3
23.	Boyl/Jersey EB L	*	87	30	3.0	27	1600	0.04	1	3

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     24. Boyl/Jersey EB TTR  *      87       30       3.0      1387       1600
 0.04      1        3
     25. Boyl/Jersey NB LTR  *      87       47       3.0       193       1600
 0.04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
10. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
20. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
30. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.	1.								

```
2.    2.    2.    0.    0.    0.    0.    0.
  60.  *    0.    0.    0.    0.    0.    1.    2.    2.    0.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
  70.  *    0.    0.    1.    1.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
  80.  *    0.    0.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
  90.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 100.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 110.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 120.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 130.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 140.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 160.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 170.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 180.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 190.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 200.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 220.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 230.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 240.  *    0.    1.    2.    2.    2.    1.    1.    1.    0.    0.    0.    0.
0.    1.    0.    1.    2.    2.    1.    0.
 250.  *    0.    1.    1.    1.    1.    2.    2.    2.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    1.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
1.    1.    2.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
```

```
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  120   110   100   240   240   260   260   270   310   340     0    10
50    50    50    90    90    90   100   140

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC13.
```

Microscale (CAL3QHC) Output Files

- **2012 Existing**
- **2017 No-Build Condition**
- **2017 Build Condition**

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:17

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	224.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	224.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	80.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	159.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	80.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	284.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	207.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	320.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	107.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	207.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	207.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	115.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	98.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	108.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	115.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	37.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	54.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	81.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 112. 100.0 1.0 10.0 0.23 1.4
     20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 81. 100.0 1.0 20.0 0.51 3.7
     21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 224. 100.0 1.0 20.0 0.35 2.2
     22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 10.1 1.0 54.0
     23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 10.1 1.0 66.0
     24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 10.1 1.0 66.0
     25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 10.1 1.0 90.0
     26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 10.5 1.0 66.0
     27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 10.1 1.0 90.0
     28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 10.5 1.0 66.0
     29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 10.1 1.0 66.0
     30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 10.1 1.0 78.0
     31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 10.1 1.0 42.0
     32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 10.1 1.0 54.0
     33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 10.1 1.0 42.0
     34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 10.1 1.0 54.0
     35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 10.1 1.0 90.0
     36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 10.3 1.0 54.0
     37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 10.1 1.0 90.0
     38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 10.3 1.0 54.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:17

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	*	90	66	3.0	849	1600	56.81	1	3
2. Fen/Brook NB TTR	*	90	66	3.0	781	1600	56.81	1	3
3. Fen/Brook EB L	*	90	47	3.0	542	1600			

56.81	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	578	1600	
56.81	1	3					
5. Fen/Brook R	*	90	47	3.0	121	1600	
56.81	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	571	1600	
56.81	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	969	1600	
56.81	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	769	1600	
56.81	1	3					
9. Park/Brook NWB R	*	90	63	3.0	96	1600	
56.81	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
56.81	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
56.81	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
56.81	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
56.81	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
56.81	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
56.81	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
56.81	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
56.81	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
56.81	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
56.81	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
56.81	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
56.81	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*

21. Park/Brook NE1	*	2565.8	3655.2	6.0 *
22. Park/Brook NE2	*	2619.6	3603.0	6.0 *
23. Park/Brook NE3	*	2673.4	3550.7	6.0 *
24. Park/Brook NE4	*	2717.8	3611.1	6.0 *

♀

DATE : 2/13/12
TIME : 10:32:17

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Park/Brook NE5	2762.3	3671.5	6.0
26. Park/Brook SE1	2897.9	3502.4	6.0
27. Park/Brook SE2	2826.4	3479.7	6.0
28. Park/Brook SE3	2755.0	3456.9	6.0
29. Park/Brook SE4	2798.9	3396.1	6.0
30. Park/Brook SE5	2842.8	3335.3	6.0
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (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	0.1	0.3	1.6	2.0	2.1	1.7	0.9	1.3	1.3	1.7	2.2	2.2	0.1	0.2	0.8	0.4	0.1

10.	*	0.0	0.0	0.1	0.1	0.3	1.6	2.2	2.2	1.8	1.0	1.0	1.4
1.9	2.5	2.7	0.1	0.3	0.9	0.4	0.1						
20.	*	0.0	0.1	0.2	0.3	0.4	1.6	2.2	2.5	1.7	0.8	1.1	1.5
2.6	2.8	3.2	0.3	0.6	1.0	0.4	0.1						
30.	*	0.0	0.1	0.5	0.6	0.9	1.4	1.9	2.4	1.7	0.6	0.8	1.2
3.3	3.2	3.2	0.8	0.9	1.2	0.5	0.2						
40.	*	0.2	0.3	1.2	1.2	1.3	1.3	1.3	1.9	1.3	0.4	0.6	1.1
3.3	3.1	2.7	1.3	1.7	1.9	0.8	0.5						
50.	*	0.2	0.6	2.0	2.0	2.0	1.0	0.9	1.2	0.9	0.2	0.3	0.8
2.8	2.4	2.4	1.8	1.6	2.3	1.3	0.6						
60.	*	0.5	0.9	2.4	2.3	2.2	1.1	0.9	0.6	0.6	0.0	0.1	0.7
2.1	1.6	1.1	1.8	1.9	2.3	1.7	1.0						
70.	*	0.7	1.3	2.4	2.0	2.3	0.9	0.6	0.5	0.2	0.0	0.1	0.3
1.5	0.9	0.5	1.4	1.7	2.0	1.7	1.1						
80.	*	0.8	1.2	2.2	2.1	2.1	0.8	0.5	0.3	0.1	0.0	0.1	0.3
1.0	0.8	0.4	1.2	1.2	1.7	1.9	1.4						
90.	*	0.7	1.3	2.0	1.9	1.6	0.8	0.4	0.1	0.1	0.0	0.1	0.4
0.9	0.7	0.3	1.2	1.2	1.3	2.0	1.3						
100.	*	0.8	1.1	1.8	2.0	1.6	0.7	0.3	0.1	0.0	0.0	0.1	0.4
0.9	0.6	0.3	1.2	1.2	1.1	1.4	1.1						
110.	*	0.8	1.1	1.5	2.0	1.7	0.6	0.1	0.1	0.0	0.0	0.1	0.4
0.8	0.5	0.2	1.0	1.1	1.0	1.2	1.1						
120.	*	0.6	1.0	1.5	1.9	1.8	0.4	0.1	0.1	0.0	0.0	0.0	0.3
0.8	0.5	0.2	1.1	1.1	1.0	1.1	0.7						
130.	*	0.7	1.0	1.3	1.8	1.8	0.3	0.1	0.1	0.0	0.0	0.0	0.3
0.8	0.4	0.2	1.2	1.1	0.8	0.9	0.8						
140.	*	1.0	1.3	1.3	1.8	1.8	0.2	0.1	0.2	0.0	0.0	0.0	0.3
0.7	0.5	0.2	1.0	1.0	0.9	0.8	0.4						
150.	*	1.1	1.1	1.1	1.9	1.7	0.2	0.2	0.2	0.2	0.0	0.0	0.2
0.6	0.5	0.2	1.1	1.1	1.0	0.6	0.4						
160.	*	1.1	1.4	1.1	1.9	1.8	0.2	0.2	0.3	0.2	0.0	0.0	0.2
0.7	0.5	0.3	1.1	1.2	1.1	0.7	0.5						
170.	*	1.2	1.6	1.2	1.9	2.0	0.2	0.2	0.3	0.2	0.0	0.0	0.2
0.8	0.6	0.3	1.1	1.3	1.2	0.8	0.5						
180.	*	1.0	1.6	1.3	1.9	2.0	0.2	0.3	0.4	0.4	0.1	0.0	0.3
0.9	0.7	0.4	1.1	1.3	1.4	0.6	0.4						
190.	*	0.8	1.4	1.8	1.9	2.0	0.2	0.3	0.4	0.6	0.1	0.0	0.3
1.2	0.9	0.6	0.9	1.2	1.3	0.5	0.2						
200.	*	0.5	1.1	1.8	1.9	2.1	0.3	0.4	0.5	0.8	0.1	0.1	0.3
1.7	1.4	1.0	0.7	0.9	1.2	0.3	0.1						
210.	*	0.4	0.9	1.5	1.6	1.9	0.8	0.5	0.7	1.1	0.2	0.1	0.3
2.3	2.0	1.5	0.4	0.7	0.8	0.1	0.1						
220.	*	0.2	0.7	1.3	1.1	1.2	1.3	1.1	1.2	1.2	0.2	0.3	0.4
2.8	2.5	2.1	0.3	0.3	0.4	0.0	0.0						
230.	*	0.2	0.5	1.1	0.7	0.7	1.7	1.5	1.7	1.3	0.4	0.3	0.5
2.8	2.7	2.4	0.0	0.1	0.1	0.0	0.0						
240.	*	0.1	0.5	0.8	0.4	0.3	1.9	1.6	1.8	1.4	0.6	0.4	0.7
2.3	2.5	2.2	0.0	0.0	0.0	0.0	0.0						
250.	*	0.1	0.5	0.8	0.4	0.1	2.0	1.7	1.4	1.5	0.5	0.5	0.8
1.9	2.1	2.1	0.0	0.0	0.0	0.0	0.0						
260.	*	0.0	0.5	0.9	0.3	0.1	2.0	1.6	1.4	1.3	0.7	0.7	0.8
1.5	1.9	1.8	0.0	0.0	0.0	0.0	0.0						
270.	*	0.0	0.5	0.9	0.2	0.0	1.8	1.7	1.2	1.2	0.8	0.7	0.8
1.2	1.7	1.7	0.0	0.0	0.0	0.0	0.0						
280.	*	0.0	0.4	0.8	0.1	0.0	1.8	2.0	1.3	1.1	0.8	0.8	0.9
1.1	1.6	1.7	0.0	0.0	0.0	0.0	0.0						
290.	*	0.0	0.4	0.7	0.0	0.0	1.7	2.0	1.5	1.3	0.7	0.8	0.8
0.9	1.5	1.5	0.0	0.0	0.0	0.0	0.0						
300.	*	0.0	0.3	0.6	0.0	0.0	1.7	1.9	1.7	1.1	0.8	0.8	0.8
0.9	1.6	1.6	0.0	0.0	0.0	0.0	0.0						
310.	*	0.0	0.1	0.3	0.0	0.0	1.6	1.8	1.8	1.3	0.8	0.7	0.7
0.9	1.6	1.6	0.0	0.0	0.1	0.1	0.0						
320.	*	0.0	0.0	0.1	0.0	0.0	1.7	1.8	1.7	1.4	0.9	0.8	0.7

```
1.0   1.5   1.5   0.0   0.0   0.2   0.1   0.0
 330.  *   0.0   0.0   0.0   0.0   0.1   1.7   1.8   1.5   1.2   0.9   0.8   0.9
1.2   1.6   1.6   0.0   0.0   0.3   0.2   0.0
 340.  *   0.0   0.0   0.0   0.0   0.2   1.8   1.8   1.7   1.4   0.8   1.1   0.9
1.3   1.7   1.8   0.0   0.1   0.6   0.3   0.0
 350.  *   0.0   0.0   0.0   0.1   0.2   1.7   2.0   1.9   1.7   0.9   1.0   1.0
1.3   2.0   2.0   0.0   0.1   0.7   0.3   0.0
 360.  *   0.0   0.0   0.0   0.1   0.3   1.6   2.0   2.1   1.7   0.9   1.3   1.3
1.7   2.2   2.2   0.1   0.2   0.8   0.4   0.1

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   1.2   1.6   2.4   2.3   2.3   2.0   2.2   2.5   1.8   1.0   1.3   1.5
3.3   3.2   3.2   1.8   1.9   2.3   2.0   1.4
 DEGR. *  170   170    70    60    70   250    10    20    10    10     0    20
40    30    30    50    60    50    90    80
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (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   1.0   1.2   1.3   1.0   0.6   1.6   1.6
1.3   1.9   2.1   0.1   0.2   0.4   0.4   0.1
  10.  *   0.0   0.0   0.0   0.0   0.0   1.0   1.2   1.5   1.0   0.6   1.4   2.0
1.6   1.9   2.1   0.1   0.2   0.4   0.4   0.1
  20.  *   0.0   0.0   0.1   0.1   0.1   1.1   1.3   1.6   0.9   0.6   1.0   2.0
1.5   1.7   2.2   0.2   0.3   0.5   0.4   0.2
  30.  *   0.0   0.0   0.6   0.4   0.3   1.0   1.1   1.7   0.7   0.4   0.9   1.8
1.7   1.6   1.9   0.6   0.7   0.9   0.4   0.3
  40.  *   0.1   0.2   1.2   0.8   0.8   0.9   1.0   1.9   0.4   0.4   0.6   1.6
1.4   1.4   1.5   1.5   1.4   1.2   0.5   0.4
  50.  *   0.1   0.3   1.6   1.1   0.9   0.9   0.9   1.8   0.5   0.3   0.5   1.5
1.3   1.0   1.0   2.2   2.0   1.6   0.7   0.5
  60.  *   0.2   0.5   1.7   1.3   0.9   0.9   1.0   1.6   0.4   0.2   0.4   1.4
1.2   1.0   0.7   2.4   2.1   2.1   1.0   0.6
  70.  *   0.3   0.7   1.9   1.5   1.0   0.6   0.8   1.3   0.2   0.0   0.3   1.1
1.0   0.9   0.6   2.5   2.2   2.3   1.2   0.8
  80.  *   0.4   1.0   2.1   1.8   1.2   0.3   0.2   0.8   0.0   0.0   0.3   1.0
0.9   0.7   0.4   2.4   1.8   2.4   1.5   1.1
  90.  *   0.8   1.1   1.9   2.0   1.2   0.0   0.0   0.5   0.0   0.0   0.2   0.9
0.9   0.7   0.3   2.1   1.9   2.0   1.4   1.2
 100.  *   0.8   1.0   1.8   2.1   1.2   0.0   0.0   0.4   0.0   0.0   0.2   0.8
1.1   0.5   0.1   2.1   1.8   1.7   1.3   1.2
 110.  *   0.8   1.1   1.6   2.2   1.1   0.0   0.0   0.4   0.0   0.0   0.2   0.7
1.2   0.4   0.1   2.0   1.9   1.7   1.2   1.3
```

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 120.  *   0.9   0.9   1.5   2.1   1.3   0.0   0.0   0.4   0.0   0.0   0.1   0.5
1.2   0.3   0.1   1.8   1.8   1.7   1.2   1.2
 130.  *   0.9   0.9   1.5   2.1   1.3   0.0   0.0   0.4   0.0   0.0   0.1   0.3
1.0   0.2   0.1   2.0   1.8   1.7   1.1   1.0
 140.  *   1.0   1.1   1.8   2.1   1.2   0.0   0.0   0.5   0.1   0.0   0.0   0.2
0.7   0.2   0.1   1.8   1.7   1.7   1.1   0.9
 150.  *   1.1   1.2   1.8   2.1   1.3   0.0   0.0   0.7   0.2   0.1   0.0   0.1
0.4   0.2   0.1   1.8   1.8   1.7   1.0   0.7
 160.  *   1.2   1.6   2.1   2.3   1.4   0.0   0.0   1.2   0.3   0.1   0.0   0.0
0.2   0.2   0.2   1.8   1.8   1.5   1.0   0.7
 170.  *   1.1   1.4   2.0   2.2   1.6   0.0   0.1   1.5   0.4   0.1   0.0   0.0
0.2   0.2   0.3   1.6   1.9   1.8   1.0   0.6
 180.  *   1.0   1.5   2.1   2.1   1.8   0.0   0.1   1.6   0.5   0.2   0.0   0.0
0.2   0.2   0.3   1.7   2.0   2.0   0.9   0.8
 190.  *   1.1   1.4   2.3   2.2   2.1   0.0   0.2   1.6   0.6   0.2   0.0   0.0
0.3   0.2   0.3   1.7   2.2   2.0   0.9   0.6
 200.  *   0.9   1.4   2.5   2.2   2.2   0.1   0.5   1.5   0.7   0.3   0.0   0.1
0.4   0.4   0.3   1.7   2.1   1.9   0.9   0.4
 210.  *   0.6   1.1   2.4   2.1   2.2   0.3   0.7   1.4   0.9   0.3   0.1   0.2
0.8   0.8   0.5   1.5   1.7   1.7   0.5   0.2
 220.  *   0.5   0.6   1.6   1.4   1.2   0.6   0.9   1.7   1.3   0.4   0.2   0.5
1.4   1.4   1.0   1.1   1.0   1.1   0.2   0.1
 230.  *   0.3   0.5   1.0   0.6   0.4   1.0   1.2   1.7   1.6   0.6   0.3   0.8
1.8   1.8   1.3   0.8   0.6   0.6   0.1   0.0
 240.  *   0.3   0.4   0.5   0.2   0.1   1.1   1.4   1.9   1.7   0.7   0.5   1.0
2.1   1.9   1.4   0.6   0.3   0.1   0.1   0.0
 250.  *   0.2   0.4   0.4   0.2   0.1   1.0   1.4   1.6   2.0   1.0   0.5   1.0
2.0   1.9   1.3   0.5   0.2   0.1   0.0   0.0
 260.  *   0.1   0.4   0.4   0.2   0.1   1.2   1.3   1.5   1.8   1.1   0.6   1.2
2.1   2.1   1.5   0.4   0.1   0.0   0.0   0.0
 270.  *   0.1   0.4   0.4   0.2   0.0   1.3   1.2   1.3   1.9   1.3   0.7   1.2
1.9   2.0   1.2   0.4   0.1   0.0   0.0   0.0
 280.  *   0.1   0.4   0.4   0.1   0.0   1.5   1.4   1.2   1.5   1.4   0.8   1.2
1.6   1.9   1.5   0.3   0.0   0.0   0.0   0.0
 290.  *   0.0   0.3   0.4   0.1   0.0   1.4   1.3   1.2   1.2   1.6   0.9   1.2
1.5   1.9   1.7   0.2   0.0   0.0   0.0   0.0
 300.  *   0.0   0.2   0.4   0.0   0.0   1.3   1.4   1.2   1.1   1.3   0.6   1.1
1.3   1.8   1.9   0.1   0.0   0.0   0.0   0.0
 310.  *   0.0   0.2   0.2   0.0   0.0   1.3   1.4   1.3   1.2   1.1   0.7   1.1
1.3   1.7   1.8   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.1   0.1   0.0   0.0   1.1   1.4   1.1   0.9   0.8   0.9   1.1
1.3   1.7   1.8   0.0   0.0   0.3   0.2   0.0
 330.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.0   0.9   0.8   1.1   1.1
1.1   1.7   1.8   0.0   0.0   0.4   0.3   0.0
 340.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.4   1.1   0.9   0.7   1.6   1.2
1.4   1.7   1.8   0.0   0.1   0.4   0.3   0.1
 350.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.2   1.0   0.6   1.6   1.6
1.3   1.9   2.0   0.0   0.1   0.4   0.4   0.1
 360.  *   0.0   0.0   0.0   0.0   0.0   1.0   1.2   1.3   1.0   0.6   1.6   1.6
1.3   1.9   2.1   0.1   0.2   0.4   0.4   0.1

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   1.2   1.6   2.5   2.3   2.2   1.5   1.4   1.9   2.0   1.6   1.6   2.0
2.1   2.1   2.2   2.5   2.2   2.4   1.5   1.3
 DEGR. *  160   160   200   160   200   280   250   240   250   290     0    10
240   260    20    70    70    80    80   110

♀
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MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45
0.	0.4	0.5	0.7	0.6	0.4
10.	0.4	0.5	0.7	0.7	0.4
20.	0.6	0.7	0.7	0.7	0.3
30.	0.6	0.6	0.7	0.5	0.2
40.	0.6	0.5	0.5	0.3	0.0
50.	0.5	0.4	0.4	0.0	0.0
60.	0.3	0.3	0.5	0.3	0.2
70.	0.4	0.5	0.9	0.6	0.5
80.	0.6	0.6	1.2	1.0	0.9
90.	0.7	0.7	1.3	1.0	0.8
100.	0.6	0.8	1.2	1.0	0.8
110.	0.6	0.7	1.1	1.0	0.8
120.	0.6	0.8	1.1	0.9	0.8
130.	0.6	0.8	1.1	0.9	0.8
140.	0.7	0.7	1.0	0.8	0.8
150.	0.7	0.7	1.0	0.8	0.8
160.	0.7	0.7	1.1	0.9	0.9
170.	0.7	0.8	1.3	0.9	0.9
180.	0.7	0.9	1.3	0.8	0.8
190.	1.0	1.0	1.3	1.1	0.9
200.	1.0	1.0	1.4	1.3	1.0
210.	1.4	1.6	1.8	1.6	1.3
220.	1.5	1.8	1.8	2.1	1.8
230.	1.5	1.7	1.9	2.3	1.9
240.	0.9	1.2	1.8	2.0	1.7
250.	0.8	1.0	1.2	1.5	1.3
260.	0.7	1.0	1.2	1.2	0.8
270.	0.5	0.9	1.2	1.1	0.7
280.	0.5	0.7	1.1	1.0	0.4
290.	0.3	0.5	1.1	0.8	0.4
300.	0.3	0.6	1.0	0.7	0.4
310.	0.3	0.6	0.9	0.7	0.3
320.	0.3	0.5	0.7	0.6	0.3
330.	0.4	0.5	0.6	0.6	0.3
340.	0.4	0.6	0.6	0.6	0.3
350.	0.4	0.6	0.7	0.6	0.3
360.	0.4	0.5	0.7	0.6	0.4
MAX	1.5	1.8	1.9	2.3	1.9
DEGR.	220	220	230	230	230

THE HIGHEST CONCENTRATION OF 3.30 PPM OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:24

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	224.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	224.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	80.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	159.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	80.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	284.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	207.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	320.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	107.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	207.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	207.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	115.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	98.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	108.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	115.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	37.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	54.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	81.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 112. 100.0 1.0 10.0 0.23 1.4
     20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 81. 100.0 1.0 20.0 0.51 3.7
     21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 224. 100.0 1.0 20.0 0.35 2.2
     22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 10.1 1.0 54.0
     23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 10.1 1.0 66.0
     24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 10.1 1.0 66.0
     25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 10.1 1.0 90.0
     26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 10.5 1.0 66.0
     27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 10.1 1.0 90.0
     28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 10.5 1.0 66.0
     29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 10.1 1.0 66.0
     30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 10.1 1.0 78.0
     31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 10.1 1.0 42.0
     32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 10.1 1.0 54.0
     33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 10.1 1.0 42.0
     34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 10.1 1.0 54.0
     35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 10.1 1.0 90.0
     36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 10.3 1.0 54.0
     37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 10.1 1.0 90.0
     38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 10.3 1.0 54.0

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JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:24

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	*	90	66	3.0	849	1600	56.81	1	3
2. Fen/Brook NB TTR	*	90	66	3.0	781	1600	56.81	1	3
3. Fen/Brook EB L	*	90	47	3.0	542	1600			

56.81	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	578	1600	
56.81	1	3					
5. Fen/Brook R	*	90	47	3.0	121	1600	
56.81	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	571	1600	
56.81	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	969	1600	
56.81	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	769	1600	
56.81	1	3					
9. Park/Brook NWB R	*	90	63	3.0	96	1600	
56.81	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
56.81	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
56.81	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
56.81	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
56.81	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
56.81	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
56.81	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
56.81	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
56.81	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
56.81	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
56.81	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
56.81	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
56.81	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*

21. Kil/Boyl NE1	3353.1	3935.2	6.0
22. Kil/Boyl NE2	3378.7	3864.7	6.0
23. Kil/Boyl NE3	3404.3	3794.2	6.0
24. Kil/Boyl NE4	3474.8	3819.7	6.0

♀

DATE : 2/13/12
TIME : 10:32:24

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Kil/Boyl NE5	3545.3	3845.3	6.0
26. Kil/Boyl SE1	3583.3	3742.1	6.0
27. Kil/Boyl SE2	3512.8	3716.5	6.0
28. Kil/Boyl SE3	3442.3	3690.9	6.0
29. Kil/Boyl SE4	3468.5	3620.6	6.0
30. Kil/Boyl SE5	3494.7	3550.4	6.0
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (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	0.4	0.9	0.3	0.0	0.0	0.3	0.8	0.9	1.1	0.1	0.0	0.2	0.0	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.0	0.0	0.0	0.2	1.0	1.0	1.1	0.2	0.1	0.2	0.0	0.0
20.	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.9	0.8	1.3	0.5	0.2	0.3	0.1	0.0
30.	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.0								

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0.5   0.5   1.0   1.1   0.7   0.6   0.1   0.0
  40.   *   0.0   0.0   0.5   0.2   0.1   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.3   0.3   0.6   1.6   1.2   1.0   0.1   0.0
  50.   *   0.0   0.0   0.8   0.5   0.1   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.2   0.0   0.1   1.9   1.4   1.3   0.2   0.0
  60.   *   0.0   0.0   1.1   0.6   0.2   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.6   1.6   1.3   0.4   0.0
  70.   *   0.0   0.2   1.0   0.8   0.2   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.5   1.4   1.2   0.5   0.1
  80.   *   0.0   0.4   1.1   0.9   0.2   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.3   1.3   0.5   0.1
  90.   *   0.2   0.4   0.9   1.0   0.2   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.0   1.2   1.1   0.5   0.3
 100.   *   0.2   0.4   0.9   1.0   0.2   0.0   0.0   0.0   0.0   0.0   0.1   0.0
0.1   0.1   0.2   1.0   1.1   1.0   0.5   0.4
 110.   *   0.3   0.3   0.9   1.0   0.2   0.0   0.0   0.0   0.0   0.1   0.2   0.1
0.1   0.2   0.3   1.1   1.1   1.1   0.5   0.4
 120.   *   0.3   0.3   0.9   1.1   0.2   0.0   0.0   0.1   0.1   0.1   0.4   0.2
0.2   0.2   0.3   1.2   1.2   1.2   0.4   0.4
 130.   *   0.6   0.6   1.0   1.2   0.2   0.0   0.1   0.2   0.2   0.2   0.5   0.2
0.2   0.3   0.2   1.1   1.3   1.2   0.7   0.5
 140.   *   0.6   0.7   1.1   1.3   0.3   0.1   0.2   0.2   0.2   0.3   0.5   0.3
0.3   0.2   0.2   1.1   1.2   1.3   0.6   0.6
 150.   *   0.6   0.6   1.2   1.3   0.4   0.2   0.2   0.4   0.3   0.4   0.4   0.2
0.2   0.2   0.2   1.1   1.2   1.3   0.7   0.5
 160.   *   0.5   0.7   1.3   1.4   0.7   0.2   0.3   0.3   0.2   0.5   0.3   0.3
0.2   0.2   0.2   1.1   1.2   1.4   0.7   0.4
 170.   *   0.4   0.7   1.3   1.4   0.8   0.2   0.2   0.3   0.2   0.2   0.3   0.2
0.2   0.2   0.1   1.2   1.1   1.4   0.5   0.4
 180.   *   0.4   0.7   1.3   1.5   1.1   0.2   0.2   0.4   0.2   0.3   0.3   0.2
0.2   0.1   0.1   1.5   1.2   1.4   0.5   0.5
 190.   *   0.5   0.7   1.4   1.5   1.2   0.2   0.1   0.3   0.2   0.2   0.3   0.2
0.1   0.2   0.3   1.7   1.5   1.5   0.6   0.5
 200.   *   0.4   0.7   1.5   1.7   1.6   0.1   0.2   0.5   0.1   0.2   0.2   0.1
0.3   0.3   0.6   1.9   1.7   1.6   0.6   0.4
 210.   *   0.2   0.5   1.3   1.4   1.5   0.6   0.7   1.0   0.3   0.1   0.1   0.3
0.5   0.6   1.0   2.4   1.9   1.6   0.6   0.3
 220.   *   0.0   0.2   0.8   0.9   0.9   0.7   0.9   1.4   0.6   0.4   0.3   0.6
1.0   1.0   1.7   1.9   1.2   0.9   0.1   0.0
 230.   *   0.0   0.1   0.3   0.2   0.3   0.9   0.9   1.1   0.4   0.4   0.5   0.4
1.0   0.7   1.3   0.8   0.5   0.3   0.0   0.0
 240.   *   0.0   0.0   0.2   0.1   0.1   0.8   0.8   1.1   0.4   0.3   0.4   0.4
1.0   0.7   1.1   0.4   0.2   0.1   0.0   0.0
 250.   *   0.0   0.0   0.1   0.0   0.0   0.7   0.9   1.0   0.5   0.3   0.3   0.3
0.9   0.7   1.0   0.2   0.0   0.0   0.0   0.0
 260.   *   0.0   0.0   0.1   0.0   0.0   0.7   0.8   0.8   0.5   0.3   0.3   0.3
0.9   0.6   0.9   0.1   0.0   0.0   0.0   0.0
 270.   *   0.0   0.0   0.1   0.0   0.0   0.5   0.9   0.9   0.5   0.4   0.3   0.4
0.9   0.6   0.8   0.1   0.0   0.0   0.0   0.0
 280.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.9   0.9   0.4   0.4   0.3   0.4
0.9   0.5   0.8   0.0   0.0   0.0   0.0   0.0
 290.   *   0.0   0.0   0.1   0.0   0.0   0.2   0.7   0.7   0.4   0.3   0.4   0.4
0.8   0.6   0.8   0.0   0.0   0.0   0.0   0.0
 300.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.8   0.7   0.5   0.3   0.4   0.4
0.7   0.6   0.8   0.0   0.0   0.0   0.0   0.0
 310.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.8   0.7   0.3   0.3   0.3   0.3
0.7   0.7   0.8   0.0   0.0   0.1   0.0   0.0
 320.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.8   0.7   0.3   0.2   0.2   0.4
0.8   0.7   0.8   0.0   0.0   0.1   0.0   0.0
 330.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.6   0.7   0.3   0.2   0.2   0.5
0.8   0.7   0.8   0.0   0.0   0.1   0.0   0.0
 340.   *   0.0   0.0   0.0   0.0   0.0   0.1   0.6   0.8   0.4   0.1   0.2   0.4
0.9   0.8   0.8   0.1   0.0   0.1   0.0   0.0
```

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 350.  *   0.0   0.0   0.0   0.0   0.0   0.1   0.5   0.8   0.3   0.0   0.2   0.3
0.8   0.9   0.9   0.1   0.0   0.2   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   0.0   0.4   0.9   0.3   0.0   0.0   0.3
0.8   0.9   1.1   0.1   0.0   0.2   0.0   0.0

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   0.6   0.7   1.5   1.7   1.6   0.9   0.9   1.4   0.6   0.5   0.5   0.6
1.0   1.0   1.7   2.4   1.9   1.6   0.7   0.6
 DEGR. *  130   140   200   200   200   230   220   220   220   160   130   220
10    10   220   210   210   200   130   140
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JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   0.4   0.8   0.9   0.5   0.3   0.4   0.6
1.0   0.9   0.9   0.1   0.0   0.2   0.0   0.0
  10.  *   0.0   0.0   0.0   0.0   0.0   0.3   0.8   0.9   0.5   0.3   0.4   0.7
1.0   1.0   0.8   0.0   0.0   0.3   0.1   0.0
  20.  *   0.0   0.0   0.0   0.0   0.0   0.3   0.8   1.0   0.5   0.2   0.4   0.6
0.9   1.0   0.9   0.0   0.0   0.4   0.1   0.0
  30.  *   0.0   0.0   0.0   0.0   0.0   0.2   0.7   0.9   0.3   0.1   0.3   0.6
1.1   1.2   1.0   0.0   0.0   0.5   0.1   0.0
  40.  *   0.0   0.0   0.0   0.0   0.0   0.2   0.6   0.9   0.1   0.0   0.2   0.4
1.3   1.2   1.2   0.0   0.1   0.5   0.1   0.0
  50.  *   0.0   0.0   0.0   0.0   0.0   0.1   0.5   0.8   0.1   0.0   0.1   0.3
1.1   1.1   1.2   0.0   0.1   0.5   0.1   0.0
  60.  *   0.0   0.0   0.1   0.1   0.0   0.1   0.3   0.5   0.0   0.0   0.1   0.2
0.9   0.8   1.0   0.4   0.3   0.5   0.1   0.0
  70.  *   0.0   0.0   0.3   0.2   0.0   0.0   0.2   0.3   0.0   0.0   0.1   0.1
0.6   0.5   0.6   0.8   0.6   0.7   0.1   0.0
  80.  *   0.0   0.0   0.5   0.3   0.1   0.0   0.1   0.1   0.0   0.0   0.1   0.1
0.3   0.2   0.2   0.9   1.0   0.9   0.2   0.0
  90.  *   0.0   0.1   0.8   0.5   0.1   0.0   0.0   0.0   0.0   0.0   0.1   0.1
0.2   0.0   0.0   1.2   1.1   1.2   0.3   0.0
 100.  *   0.0   0.1   1.0   0.6   0.2   0.0   0.0   0.0   0.0   0.0   0.1   0.1
0.2   0.0   0.0   1.2   1.1   1.3   0.5   0.2
 110.  *   0.1   0.3   1.1   0.7   0.2   0.0   0.0   0.0   0.0   0.0   0.1   0.1
0.1   0.0   0.0   1.0   1.1   1.1   0.8   0.3
 120.  *   0.2   0.5   1.1   0.8   0.3   0.0   0.0   0.0   0.0   0.0   0.1   0.1
0.1   0.0   0.0   1.0   1.0   1.1   0.9   0.4
 130.  *   0.3   0.5   0.9   0.8   0.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   1.0   0.9   0.9   0.5
 140.  *   0.3   0.5   0.9   0.8   0.4   0.0   0.0   0.0   0.0   0.0   0.0   0.1
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0.1   0.0   0.0   0.8   0.9   0.8   0.8   0.6
 150.  *   0.3   0.6   0.9   0.8   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.9   0.8   0.7   0.5
 160.  *   0.5   0.5   0.9   0.8   0.7   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.5
 170.  *   0.5   0.7   0.9   0.8   0.7   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 180.  *   0.6   0.8   0.8   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.8   0.9   0.5   0.3
 190.  *   0.5   0.8   0.9   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 200.  *   0.5   0.9   1.1   1.0   0.9   0.0   0.0   0.1   0.1   0.1   0.0   0.0
0.0   0.0   0.0   0.7   0.9   1.1   0.5   0.3
 210.  *   0.4   0.8   1.2   1.1   1.0   0.0   0.0   0.2   0.1   0.1   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.4   0.3
 220.  *   0.6   0.6   1.3   1.2   1.1   0.0   0.0   0.2   0.1   0.1   0.0   0.0
0.0   0.0   0.0   0.8   0.9   1.0   0.4   0.4
 230.  *   0.4   0.8   1.2   1.2   1.3   0.0   0.0   0.2   0.1   0.1   0.0   0.0
0.0   0.1   0.2   0.9   1.2   1.3   0.7   0.6
 240.  *   0.4   0.7   1.5   1.4   1.1   0.3   0.3   0.5   0.2   0.1   0.1   0.1
0.5   0.6   0.4   1.1   1.1   1.2   0.4   0.4
 250.  *   0.2   0.5   1.2   1.0   1.1   0.9   0.8   0.9   0.3   0.1   0.1   0.2
0.7   0.8   0.8   0.6   0.7   0.9   0.4   0.3
 260.  *   0.2   0.3   0.7   0.5   0.5   1.2   1.2   1.4   0.5   0.4   0.2   0.3
0.9   0.8   0.8   0.4   0.5   0.4   0.2   0.3
 270.  *   0.2   0.3   0.6   0.2   0.1   1.3   1.2   1.4   0.6   0.4   0.3   0.5
1.3   1.0   0.9   0.2   0.2   0.2   0.2   0.2
 280.  *   0.1   0.2   0.6   0.2   0.1   1.2   1.2   1.4   0.6   0.6   0.3   0.5
1.2   1.0   0.8   0.2   0.2   0.1   0.2   0.2
 290.  *   0.1   0.2   0.5   0.1   0.1   1.1   1.3   1.1   0.7   0.6   0.4   0.5
1.2   1.0   0.8   0.2   0.2   0.1   0.2   0.2
 300.  *   0.1   0.2   0.4   0.1   0.1   1.1   1.2   1.0   0.7   0.6   0.4   0.6
1.1   0.9   0.7   0.2   0.2   0.1   0.1   0.2
 310.  *   0.2   0.2   0.3   0.1   0.1   0.9   1.1   1.1   0.8   0.5   0.4   0.6
1.0   0.9   0.8   0.2   0.2   0.1   0.1   0.2
 320.  *   0.2   0.1   0.3   0.1   0.0   0.8   1.0   1.1   0.8   0.6   0.4   0.7
1.0   0.9   0.9   0.2   0.1   0.1   0.1   0.1
 330.  *   0.1   0.1   0.2   0.0   0.0   0.7   0.8   1.1   0.7   0.5   0.4   0.7
1.0   0.9   0.9   0.2   0.1   0.1   0.1   0.2
 340.  *   0.0   0.0   0.0   0.0   0.0   0.7   0.8   1.0   0.5   0.3   0.4   0.6
1.1   0.9   0.9   0.1   0.1   0.1   0.1   0.2
 350.  *   0.0   0.0   0.0   0.0   0.0   0.6   0.8   0.9   0.5   0.3   0.4   0.6
1.1   1.0   0.9   0.1   0.1   0.1   0.0   0.1
 360.  *   0.0   0.0   0.0   0.0   0.0   0.4   0.8   0.9   0.5   0.3   0.4   0.6
1.0   0.9   0.9   0.1   0.0   0.2   0.0   0.0

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   0.6   0.9   1.5   1.4   1.3   1.3   1.3   1.4   0.8   0.6   0.4   0.7
1.3   1.2   1.2   1.2   1.2   1.3   0.9   0.6
 DEGR. *  180   200   240   240   230   270   290   260   310   280     0    10
40    30    40    90   230   100   120   140

 THE HIGHEST CONCENTRATION OF    2.40 PPM OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:58:38

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	224.	100.0	1.0	20.0	1.26	57.0
2.	Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	224.	100.0	1.0	20.0	1.16	38.9
3.	Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	80.	100.0	1.0	10.0	0.80	7.4
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	159.	100.0	1.0	20.0	0.43	3.8
5.	Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	80.	100.0	1.0	10.0	0.18	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	284.	100.0	1.0	30.0	0.37	3.0
7.	Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	207.	100.0	1.0	20.0	1.14	43.0
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	320.	100.0	1.0	30.0	0.65	4.5
9.	Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	107.	100.0	1.0	10.0	0.25	1.7
10.	Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	207.	100.0	1.0	20.0	0.37	2.7
11.	Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	207.	100.0	1.0	20.0	1.07	27.1
12.	Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	115.	100.0	1.0	10.0	0.15	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	98.	100.0	1.0	10.0	0.87	8.2
14.	Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	108.	100.0	1.0	20.0	0.10	0.8
15.	Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	115.	100.0	1.0	10.0	1.50	91.1
16.	Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	37.	100.0	1.0	10.0	0.06	0.4
17.	Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	54.	100.0	1.0	10.0	0.12	1.0
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	81.	100.0	1.0	20.0	0.43	3.1
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.								

160. AG 112. 100.0 1.0 10.0 0.23 1.4
     20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 81. 100.0 1.0 20.0 0.51 3.7
     21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 224. 100.0 1.0 20.0 0.35 2.2
     22. Boyl/Jersey WB * 4012.7 3973.4 6010.1 4665.6 * 2114.
71. AG 228. 100.0 1.0 20.0 1.59 107.4
     23. Boyl/Jersey EB L * 3952.6 3939.0 3948.5 3937.7 * 4.
252. AG 53. 100.0 1.0 10.0 0.03 0.2
     24. Boyl/Jersey EB TTR * 3957.7 3922.9 1823.9 3037.0 * 2310.
247. AG 53. 100.0 1.0 10.0 1.21 117.4
     25. Boyl/Jersey NB LTR * 4009.3 3914.7 4022.2 3875.4 * 41.
162. AG 82. 100.0 1.0 10.0 0.25 2.1
     26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 10.1 1.0 54.0
     27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 10.1 1.0 66.0
     28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 10.1 1.0 66.0
     29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 10.1 1.0 90.0
     30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 10.5 1.0 66.0
     31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 10.1 1.0 90.0
     32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 10.5 1.0 66.0
     33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 10.1 1.0 66.0
     34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 10.1 1.0 78.0
     35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 10.1 1.0 42.0
     36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 10.1 1.0 54.0
     37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 10.1 1.0 42.0
     38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 10.1 1.0 54.0
     39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 10.1 1.0 90.0
     40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 10.3 1.0 54.0
     41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 10.1 1.0 90.0
     42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 10.3 1.0 54.0
     43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2222. 10.1 1.0 90.0
     44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 227. 10.3 1.0 42.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/28/12
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LINK VARIABLES

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

		X1	Y1	X2	Y2		(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	3982.1	3952.7	3736.2	3865.7		261.	251.	AG	2113.	10.1	1.0 90.0
46.	Boyl/Jersey N	3982.1	3952.7	3922.5	4118.6		176.	340.	AG	98.	10.3	1.0 42.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:58:38

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	90	66	3.0	849	1600	56.81	1	3
2. Fen/Brook NB TTR	90	66	3.0	781	1600	56.81	1	3
3. Fen/Brook EB L	90	47	3.0	542	1600	56.81	1	3
4. Fen/Brook EB LTT	90	47	3.0	578	1600	56.81	1	3
5. Fen/Brook R	90	47	3.0	121	1600	56.81	1	3
6. Park/Brook SB TTR	90	56	3.0	571	1600	56.81	1	3
7. Park/Brook WB LLR	90	61	3.0	969	1600	56.81	1	3
8. Park/Brook NWB LTTT	90	63	3.0	769	1600	56.81	1	3
9. Park/Brook NWB R	90	63	3.0	96	1600	56.81	1	3
10. Park/Brook NEB TT	90	61	3.0	317	1600	56.81	1	3
11. Park/Brook NEB RR	90	61	3.0	908	1600	56.81	1	3
12. Full/Brook SB L	90	68	3.0	45	1600	56.81	1	3
13. Full/Brook SB TR	90	58	3.0	419	1600	56.81	1	3
14. Full/Brook WB LTR	90	32	3.0	188	1600	56.81	1	3
15. Full/Brook NB LTR	90	68	3.0	454	1600	56.81	1	3
16. Full/Brook EB L	90	22	3.0	71	1600	56.81	1	3
17. Full/Brook EB TR	90	32	3.0	110	1600	56.81	1	3
18. Kil/Boyl WB LTTR	90	24	3.0	941	1600			

56.81	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
56.81	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
56.81	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
56.81	1	3					
22. Boyl/Jersey WB	*	87	65	3.0	990	1600	
56.81	1	3					
23. Boyl/Jersey EB L	*	87	30	3.0	26	1600	
56.81	1	3					
24. Boyl/Jersey EB TTR	*	87	30	3.0	1153	1600	
56.81	1	3					
25. Boyl/Jersey NB LTR	*	87	47	3.0	161	1600	
56.81	1	3					

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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

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   0.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.8   0.5   0.3   0.4   0.6
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0
  10.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.4   0.4   0.6
0.8   0.6   0.6   0.0   0.0   0.0   0.0   0.0
  20.  *   0.0   0.0   0.0   0.0   0.0   1.0   1.0   0.9   0.5   0.4   0.4   0.7
0.8   0.7   0.7   0.0   0.0   0.0   0.0   0.0
  30.  *   0.0   0.0   0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.3   0.4   0.6
1.0   0.8   0.7   0.0   0.0   0.0   0.0   0.0
  40.  *   0.0   0.0   0.0   0.0   0.0   0.9   1.0   1.1   0.4   0.3   0.3   0.6
1.1   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  50.  *   0.0   0.0   0.1   0.0   0.0   0.9   1.1   1.2   0.4   0.2   0.2   0.6
1.2   1.1   1.0   0.0   0.0   0.0   0.0   0.0
  60.  *   0.0   0.0   0.3   0.3   0.3   0.8   1.0   1.1   0.3   0.2   0.2   0.5
1.2   1.1   1.1   0.3   0.4   0.3   0.0   0.0
  70.  *   0.1   0.2   0.7   0.7   0.6   0.6   0.6   0.6   0.2   0.1   0.1   0.3
0.8   0.8   0.8   0.7   0.9   0.7   0.2   0.1
  80.  *   0.2   0.4   1.2   1.1   0.9   0.2   0.2   0.2   0.0   0.0   0.0   0.1
0.4   0.3   0.3   1.0   1.1   1.2   0.4   0.2
  90.  *   0.2   0.4   1.3   1.2   1.0   0.0   0.0   0.1   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.9   1.1   1.2   0.5   0.2
 100.  *   0.3   0.5   1.2   1.1   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.8   0.9   1.0   0.6   0.3
 110.  *   0.3   0.6   1.1   1.1   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.6   0.6   0.9   0.5   0.4
 120.  *   0.4   0.5   1.0   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.7   0.6   0.7   0.5   0.4
 130.  *   0.4   0.5   1.0   0.9   0.9   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.6   0.5   0.6   0.4   0.3
 140.  *   0.3   0.5   0.8   0.9   0.9   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.6   0.5   0.7   0.4   0.3
 150.  *   0.3   0.5   0.7   0.9   0.9   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.5   0.6   0.6   0.3   0.2
 160.  *   0.4   0.5   0.7   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.5   0.6   0.5   0.3   0.3
 170.  *   0.2   0.3   0.8   0.9   0.9   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.6   0.5   0.3   0.2
 180.  *   0.2   0.3   0.6   0.9   0.9   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.6   0.5   0.3   0.2
 190.  *   0.2   0.3   0.6   0.9   0.9   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.6   0.6   0.3   0.2
 200.  *   0.2   0.3   0.6   1.1   1.0   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.7   0.7   0.3   0.2
 210.  *   0.2   0.3   0.6   0.9   1.0   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.5   0.7   0.7   0.3   0.1
 220.  *   0.3   0.3   0.7   0.9   1.1   0.0   0.0   0.3   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.7   0.7   0.3   0.3
 230.  *   0.2   0.5   0.7   0.9   1.1   0.0   0.0   0.3   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.8   0.9   0.4   0.3
 240.  *   0.2   0.3   0.9   0.9   1.2   0.2   0.2   0.6   0.1   0.0   0.0   0.0
0.3   0.4   0.3   0.8   0.9   0.9   0.3   0.2
 250.  *   0.1   0.2   0.6   0.8   0.9   0.8   0.7   0.9   0.2   0.0   0.0   0.1
0.7   0.7   0.6   0.6   0.6   0.7   0.2   0.1
 260.  *   0.1   0.1   0.3   0.3   0.3   1.2   1.0   1.2   0.6   0.2   0.2   0.5
0.9   1.0   1.0   0.3   0.3   0.3   0.1   0.1
 270.  *   0.0   0.1   0.1   0.1   0.0   1.1   0.8   1.0   0.7   0.3   0.3   0.5
1.0   0.9   0.7   0.1   0.1   0.1   0.1   0.1
 280.  *   0.0   0.0   0.0   0.0   0.0   1.0   0.8   1.0   0.6   0.2   0.4   0.4
0.8   0.8   0.6   0.1   0.1   0.0   0.0   0.0
 290.  *   0.0   0.0   0.0   0.0   0.0   0.9   0.8   0.7   0.4   0.2   0.1   0.3
0.7   0.7   0.6   0.0   0.0   0.0   0.0   0.0
 300.  *   0.0   0.0   0.0   0.0   0.0   1.0   0.9   0.7   0.4   0.3   0.2   0.3
0.7   0.7   0.6   0.0   0.0   0.0   0.0   0.0
 310.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.7   0.5   0.3   0.2   0.3
```

```
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 320.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.5   0.5   0.4   0.2   0.3
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 330.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.7   0.5   0.3   0.2   0.3
0.5   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 340.  *   0.0   0.0   0.0   0.0   0.0   0.9   0.9   0.7   0.4   0.3   0.2   0.3
0.5   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 350.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.7   0.5   0.3   0.4   0.5
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   0.8   0.8   0.8   0.5   0.3   0.4   0.6
0.6   0.6   0.6   0.0   0.0   0.0   0.0   0.0

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   0.4   0.6   1.3   1.2   1.2   1.2   1.1   1.2   0.7   0.4   0.4   0.7
1.2   1.1   1.1   1.0   1.1   1.2   0.6   0.4
 DEGR. *  120   110    90    90   240   260    50    50   270    10     0    20
50    50    60    80    80    80   100   110

 THE HIGHEST CONCENTRATION OF    1.30 PPM OCCURRED AT RECEPTOR REC3 .
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:47

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/13/12
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1. Fen/Brook SB LTT * 90 66 3.0 849 1600
0.09 1 3
2. Fen/Brook NB TTR * 90 66 3.0 781 1600
0.09 1 3
3. Fen/Brook EB L * 90 47 3.0 542 1600
0.09 1 3
4. Fen/Brook EB LTT * 90 47 3.0 578 1600
0.09 1 3
5. Fen/Brook R * 90 47 3.0 121 1600
0.09 1 3
6. Park/Brook SB TTR * 90 56 3.0 571 1600
0.09 1 3
7. Park/Brook WB LLR * 90 61 3.0 969 1600
0.09 1 3
8. Park/Brook NWB LTTT * 90 63 3.0 769 1600
0.09 1 3

9. Park/Brook NWB R	*	90	63	3.0	96	1600	
0.09	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
0.09	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
0.09	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
0.09	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
0.09	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
0.09	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
0.09	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
0.09	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
0.09	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
0.09	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
0.09	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
0.09	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
0.09	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:32:47

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	1.	1.	5.	6.	6.	5.	2.	4.	4.	5.	6.	6.	0.	1.	2.	2.	0.
10.	0.	0.	0.	1.	1.	5.	6.	7.	5.	2.	3.	4.	6.	6.	7.	1.	1.	2.	2.	0.
20.	0.	0.	1.	1.	1.	5.	6.	7.	5.	2.	3.	4.	7.	7.	8.	1.	2.	3.	2.	0.
30.	0.	0.	2.	2.	2.	4.	5.	6.	4.	2.	2.	4.	9.	8.	8.	3.	3.	4.	2.	1.
40.	0.	1.	4.	4.	4.	4.	4.	5.	3.	1.	2.	3.	8.	7.	7.	4.	5.	6.	2.	1.
50.	1.	2.	6.	5.	5.	3.	3.	3.	2.	1.	2.	2.	7.	5.	5.	6.	6.	7.	4.	2.
60.	2.	3.	7.	6.	6.	3.	2.	2.	1.	0.	1.	2.								

```
5.    4.    3.    6.    6.    8.    5.    3.
  70.  *    2.    3.    7.    7.    7.    3.    2.    1.    1.    0.    0.    1.
3.    2.    1.    5.    5.    7.    6.    4.
  80.  *    2.    3.    7.    6.    6.    2.    1.    1.    0.    0.    0.    1.
2.    2.    1.    4.    4.    5.    6.    4.
  90.  *    3.    3.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    1.    3.    3.    4.    5.    4.
 100.  *    2.    3.    5.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    1.    3.    3.    3.    4.    4.
 110.  *    2.    3.    5.    5.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    4.    4.
 120.  *    2.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    3.    3.
 130.  *    3.    3.    4.    6.    5.    0.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 140.  *    3.    3.    4.    5.    4.    0.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 150.  *    3.    3.    4.    5.    4.    0.    0.    1.    0.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    2.
 160.  *    3.    4.    4.    6.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 170.  *    3.    4.    4.    6.    6.    0.    0.    1.    1.    0.    0.    0.
2.    1.    1.    3.    3.    3.    2.    1.
 180.  *    3.    4.    4.    6.    6.    1.    1.    1.    1.    0.    0.    0.
2.    1.    1.    3.    3.    4.    2.    1.
 190.  *    2.    4.    5.    6.    6.    1.    1.    1.    1.    0.    0.    0.
2.    2.    1.    2.    3.    4.    1.    1.
 200.  *    2.    3.    5.    6.    6.    1.    1.    1.    2.    0.    0.    0.
3.    3.    2.    2.    3.    3.    1.    0.
 210.  *    1.    2.    5.    5.    6.    2.    2.    2.    2.    0.    0.    0.
4.    4.    3.    1.    2.    2.    0.    0.
 220.  *    1.    2.    4.    3.    4.    3.    3.    3.    3.    1.    0.    1.
6.    5.    4.    0.    1.    1.    0.    0.
 230.  *    1.    2.    3.    2.    2.    5.    4.    4.    3.    1.    1.    1.
6.    6.    4.    0.    0.    0.    0.    0.
 240.  *    0.    2.    2.    1.    1.    6.    5.    4.    3.    1.    1.    2.
5.    5.    4.    0.    0.    0.    0.    0.
 250.  *    0.    2.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    5.    4.    0.    0.    0.    0.    0.
 260.  *    0.    2.    2.    1.    0.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 270.  *    0.    2.    2.    1.    0.    6.    5.    4.    3.    2.    1.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 280.  *    0.    2.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 300.  *    0.    1.    2.    0.    0.    4.    6.    5.    3.    2.    2.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 310.  *    0.    1.    1.    0.    0.    4.    6.    5.    4.    2.    2.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    3.    2.    2.
3.    4.    4.    0.    0.    1.    0.    0.
 330.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    2.    2.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 340.  *    0.    0.    0.    0.    1.    4.    6.    5.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    1.    5.    6.    5.    4.    3.    3.    3.
4.    5.    5.    0.    1.    2.    1.    0.
 360.  *    0.    0.    0.    1.    1.    5.    6.    6.    5.    2.    4.    4.
5.    6.    6.    0.    1.    2.    2.    0.

------*-------------------------------------------------------------------------
```

```
-----------------------------------------
 MAX   *    3.    4.    7.    7.    7.    6.    6.    7.    5.    3.    4.    4.
9.    8.    8.    6.    6.    8.    6.    4.
 DEGR. *  150   170    70    70    70   250    10    20    20   350     0    20
30    30    30    50    50    60    80    80
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* 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.    3.    3.    4.    2.    2.    4.    5.
5.    6.    6.    0.    1.    2.    2.    0.
  10.  *    0.    0.    0.    0.    0.    3.    3.    4.    2.    2.    4.    5.
5.    5.    6.    1.    1.    2.    2.    1.
  20.  *    0.    0.    0.    0.    0.    3.    4.    4.    2.    1.    3.    5.
5.    5.    6.    1.    1.    2.    1.    1.
  30.  *    0.    0.    1.    1.    1.    3.    4.    4.    2.    1.    2.    4.
5.    4.    6.    2.    2.    2.    2.    1.
  40.  *    0.    0.    3.    2.    2.    3.    3.    5.    2.    1.    2.    4.
4.    4.    4.    4.    4.    3.    2.    1.
  50.  *    0.    1.    4.    3.    2.    3.    3.    5.    1.    1.    2.    4.
4.    3.    3.    6.    5.    5.    2.    2.
  60.  *    0.    1.    4.    3.    2.    3.    3.    4.    1.    1.    2.    3.
3.    3.    2.    7.    6.    6.    3.    2.
  70.  *    1.    2.    5.    4.    2.    2.    2.    3.    1.    0.    1.    3.
3.    2.    2.    7.    6.    7.    4.    2.
  80.  *    1.    2.    5.    4.    3.    1.    1.    2.    0.    0.    1.    2.
2.    2.    1.    7.    6.    7.    4.    3.
  90.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
2.    2.    1.    6.    5.    6.    4.    4.
 100.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    5.    4.    4.
 110.  *    2.    3.    4.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    5.    4.    4.
 120.  *    2.    2.    4.    5.    3.    0.    0.    1.    0.    0.    0.    2.
3.    0.    0.    6.    5.    5.    4.    4.
 130.  *    3.    3.    4.    5.    3.    0.    0.    1.    0.    0.    0.    1.
2.    0.    0.    6.    5.    5.    3.    3.
 140.  *    3.    4.    5.    5.    3.    0.    0.    1.    0.    0.    0.    1.
2.    0.    0.    5.    5.    4.    3.    2.
 150.  *    4.    4.    6.    5.    3.    0.    0.    2.    1.    0.    0.    0.
1.    0.    0.    5.    5.    4.    3.    2.
 160.  *    4.    4.    6.    5.    4.    0.    0.    3.    1.    0.    0.    0.
0.    0.    0.    5.    5.    4.    3.    2.
 170.  *    4.    4.    6.    5.    4.    0.    0.    3.    1.    1.    0.    0.
```

```
1.    1.    0.    5.    6.    5.    3.    2.
 180.  *    4.    4.    6.    6.    5.    0.    0.    4.    2.    1.    0.    0.
0.    1.    1.    5.    6.    5.    3.    2.
 190.  *    4.    4.    7.    6.    5.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    6.    3.    2.
 200.  *    3.    4.    7.    6.    6.    0.    1.    3.    2.    1.    0.    0.
1.    1.    1.    5.    6.    6.    2.    2.
 210.  *    2.    3.    7.    6.    6.    1.    2.    4.    2.    1.    0.    0.
2.    2.    1.    5.    5.    5.    2.    1.
 220.  *    2.    2.    5.    4.    4.    2.    3.    4.    3.    1.    0.    1.
4.    3.    2.    4.    3.    3.    1.    0.
 230.  *    1.    2.    3.    2.    2.    3.    4.    5.    4.    2.    1.    2.
5.    5.    3.    2.    2.    2.    0.    0.
 240.  *    1.    1.    2.    1.    1.    3.    4.    5.    4.    2.    1.    3.
6.    6.    4.    2.    1.    1.    0.    0.
 250.  *    1.    1.    2.    1.    0.    4.    4.    5.    5.    3.    1.    3.
6.    6.    4.    2.    1.    0.    0.    0.
 260.  *    0.    2.    2.    1.    0.    4.    4.    4.    5.    4.    2.    4.
6.    6.    4.    1.    1.    0.    0.    0.
 270.  *    0.    2.    2.    1.    0.    4.    4.    4.    5.    4.    2.    4.
5.    6.    4.    1.    0.    0.    0.    0.
 280.  *    0.    1.    2.    0.    0.    4.    4.    4.    4.    4.    2.    4.
4.    6.    4.    1.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    4.    4.    4.    4.    4.    2.    3.
4.    6.    5.    1.    0.    0.    0.    0.
 300.  *    0.    1.    2.    0.    0.    4.    4.    5.    4.    4.    2.    3.
4.    5.    5.    0.    0.    0.    0.    0.
 310.  *    0.    1.    1.    0.    0.    4.    4.    4.    4.    3.    2.    3.
4.    5.    6.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    3.    3.    3.
4.    5.    5.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    3.    4.
4.    5.    5.    0.    0.    2.    1.    0.
 340.  *    0.    0.    0.    0.    0.    3.    4.    3.    2.    2.    4.    4.
4.    5.    5.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    4.    4.
4.    5.    6.    0.    1.    2.    2.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    4.    2.    2.    4.    5.
5.    6.    6.    0.    1.    2.    2.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    4.    4.    7.    6.    6.    4.    4.    5.    5.    4.    4.    5.
6.    6.    7.    7.    6.    7.    4.    4.
 DEGR. *  180   190   200   200   200   270   270   240   260   280   350    20
240   260    20    70   190    80    90   100
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	1.	1.	2.	1.	1.
10.	*	1.	1.	2.	1.	1.
20.	*	1.	1.	2.	1.	1.
30.	*	1.	1.	2.	1.	0.
40.	*	1.	1.	1.	1.	0.
50.	*	1.	1.	1.	0.	0.
60.	*	1.	1.	1.	1.	1.
70.	*	1.	1.	2.	2.	2.
80.	*	1.	2.	3.	3.	2.
90.	*	2.	2.	4.	3.	2.
100.	*	1.	2.	3.	3.	2.
110.	*	1.	2.	3.	3.	2.
120.	*	1.	2.	3.	3.	2.
130.	*	1.	2.	3.	2.	2.
140.	*	2.	2.	3.	2.	2.
150.	*	2.	2.	3.	2.	2.
160.	*	2.	2.	3.	2.	2.
170.	*	2.	2.	3.	3.	2.
180.	*	2.	2.	3.	3.	2.
190.	*	2.	3.	4.	3.	3.
200.	*	3.	3.	4.	4.	3.
210.	*	4.	4.	5.	5.	4.
220.	*	4.	5.	6.	6.	5.
230.	*	4.	5.	6.	6.	6.
240.	*	3.	4.	5.	6.	5.
250.	*	2.	3.	4.	4.	4.
260.	*	2.	3.	4.	3.	3.
270.	*	1.	2.	3.	2.	2.
280.	*	1.	2.	3.	2.	1.
290.	*	1.	2.	3.	2.	1.
300.	*	1.	2.	2.	2.	1.
310.	*	1.	2.	2.	2.	1.
320.	*	1.	2.	2.	2.	1.
330.	*	1.	2.	2.	1.	0.
340.	*	1.	1.	2.	1.	1.
350.	*	1.	1.	2.	1.	1.
360.	*	1.	1.	2.	1.	1.
MAX	*	4.	5.	6.	6.	6.
DEGR.	*	220	220	220	230	230

THE HIGHEST CONCENTRATION OF 9. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:41

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26	57.0
2.	Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16	38.9
3.	Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80	7.4
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43	3.8
5.	Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37	3.0
7.	Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14	43.0
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65	4.5
9.	Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25	1.7
10.	Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37	2.7
11.	Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07	27.1
12.	Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87	8.2
14.	Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10	0.8
15.	Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50	91.1
16.	Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06	0.4
17.	Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12	1.0
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43	3.1
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.								

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:41

1. Fen/Brook SB LTT * 90 66 3.0 849 1600
0.09 1 3
2. Fen/Brook NB TTR * 90 66 3.0 781 1600
0.09 1 3
3. Fen/Brook EB L * 90 47 3.0 542 1600
0.09 1 3
4. Fen/Brook EB LTT * 90 47 3.0 578 1600
0.09 1 3
5. Fen/Brook R * 90 47 3.0 121 1600
0.09 1 3
6. Park/Brook SB TTR * 90 56 3.0 571 1600
0.09 1 3
7. Park/Brook WB LLR * 90 61 3.0 969 1600
0.09 1 3
8. Park/Brook NWB LTTT * 90 63 3.0 769 1600
0.09 1 3

9. Park/Brook NWB R	*	90	63	3.0	96	1600	
0.09	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
0.09	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
0.09	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
0.09	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
0.09	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
0.09	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
0.09	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
0.09	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
0.09	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
0.09	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
0.09	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
0.09	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
0.09	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

DATE : 2/13/12
TIME : 10:32:41

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	0.	1.	2.	0.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	0.	1.	2.	0.	0.	0.	0.	2.	3.	2.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	0.	0.	2.	0.	0.	0.	0.	2.	2.	3.	1.	1.	1.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	0.	0.
40.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	4.	3.	2.	0.	0.
50.	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	4.	4.	3.	1.	0.
60.	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	3.	1.	0.
70.	0.	0.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	3.	1.	0.
80.	0.	1.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.

```
  90.  *    0.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 100.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    3.    3.    2.    1.
 110.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    1.    0.
0.    1.    1.    2.    3.    3.    1.    1.
 120.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    1.    1.
1.    1.    1.    3.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    0.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 140.  *    2.    2.    3.    3.    1.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 150.  *    1.    2.    3.    3.    1.    0.    1.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    2.    1.
 160.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
1.    1.    0.    2.    2.    3.    1.    1.
 170.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
1.    0.    0.    2.    2.    3.    1.    1.
 180.  *    1.    2.    3.    3.    2.    0.    0.    1.    1.    1.    1.    1.
0.    0.    0.    3.    2.    3.    1.    1.
 190.  *    1.    2.    4.    4.    3.    0.    1.    1.    0.    1.    1.    0.
0.    0.    1.    3.    3.    3.    1.    1.
 200.  *    2.    2.    4.    4.    4.    1.    1.    2.    0.    1.    1.    0.
1.    1.    2.    4.    3.    4.    2.    2.
 210.  *    1.    2.    4.    4.    4.    2.    2.    3.    1.    1.    1.    1.
2.    2.    3.    5.    4.    4.    2.    1.
 220.  *    0.    1.    3.    3.    3.    3.    3.    4.    2.    1.    1.    2.
3.    3.    4.    4.    3.    3.    1.    1.
 230.  *    0.    0.    1.    1.    1.    3.    3.    4.    2.    2.    2.    2.
3.    2.    4.    2.    1.    1.    0.    0.
 240.  *    0.    0.    1.    0.    0.    2.    3.    3.    1.    1.    1.    1.
2.    2.    2.    1.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    1.    1.
2.    1.    2.    0.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    1.    2.    0.    0.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    1.    2.    2.    2.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    0.    2.    2.    1.    0.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    0.    1.    2.    1.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    0.    1.    2.    0.    0.    0.    1.
3.    3.    2.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    2.    2.    4.    4.    4.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    5.    4.    4.    2.    2.
 DEGR. *  200   200   210   210   210   220   220   220   230   230   230   230
220    10   220   210   210   200   130   200
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.
10.	*	0.	0.	0.	0.	0.	1.	2.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	3.	3.	1.	1.	1.	2.	3.	4.	3.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	2.	3.	4.	3.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	0.	1.	3.	4.	4.	0.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	0.	2.	3.	0.	0.	0.	1.	3.	4.	4.	0.	1.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	0.	1.	2.	0.	0.	0.	0.	3.	3.	3.	1.	1.	1.	0.	0.
70.	*	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	0.	0.
80.	*	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	3.	3.	3.	0.	0.
90.	*	0.	0.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	4.	1.	0.
100.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	4.	2.	0.
110.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	4.	2.	1.
120.	*	1.	1.	3.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
130.	*	1.	2.	3.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
140.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.
150.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
160.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
170.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
180.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.
190.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.

```
 200.  *    1.    2.    4.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 210.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 220.  *    2.    2.    4.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    2.
 230.  *    2.    2.    5.    5.    4.    0.    0.    1.    0.    0.    0.    0.
0.    1.    1.    3.    4.    4.    2.    2.
 240.  *    2.    2.    4.    5.    4.    2.    2.    2.    1.    1.    0.    1.
1.    2.    2.    3.    4.    4.    2.    2.
 250.  *    1.    1.    4.    4.    3.    3.    3.    4.    1.    1.    1.    1.
3.    3.    2.    2.    3.    3.    1.    1.
 260.  *    0.    1.    2.    2.    2.    4.    4.    4.    2.    2.    1.    2.
4.    3.    3.    1.    1.    1.    1.    0.
 270.  *    0.    1.    1.    1.    1.    4.    4.    4.    2.    1.    1.    2.
4.    3.    3.    1.    1.    1.    0.    0.
 280.  *    0.    1.    1.    1.    1.    4.    4.    4.    2.    1.    1.    2.
4.    3.    2.    0.    0.    0.    0.    0.
 290.  *    1.    1.    1.    1.    0.    4.    4.    4.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    0.
 300.  *    1.    1.    1.    1.    0.    3.    4.    4.    2.    2.    1.    2.
3.    3.    2.    0.    0.    0.    0.    0.
 310.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    2.    0.    0.    0.    0.    1.
 320.  *    0.    1.    1.    0.    0.    3.    3.    4.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    1.    1.
 330.  *    0.    0.    0.    0.    0.    2.    3.    4.    2.    2.    2.    2.
3.    3.    3.    0.    0.    0.    1.    1.
 340.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    3.    5.    5.    5.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  170   230   230   240   240   270   270   270   330   320   330   340
270    30    50    90   240   240   120   230

 THE HIGHEST CONCENTRATION OF      5. ug/m**3 OCCURRED AT RECEPTOR REC16.
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:59:22

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Boyl/Jersey WB * 4012.7 3973.4 6010.1 4665.6 * 2114.
71. AG 0. 100.0 1.0 20.0 1.59 107.4
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.5 3937.7 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 1823.9 3037.0 * 2310.
247. AG 0. 100.0 1.0 10.0 1.21 117.4
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4022.2 3875.4 * 41.
162. AG 0. 100.0 1.0 10.0 0.25 2.1
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2222. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 227. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:59:22

LINK VARIABLES

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

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2113.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	98.	0.0	1.0 42.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:59:22

1.	Fen/Brook SB LTT	*	90	66	3.0	849	1600	0.09	1	3	
2.	Fen/Brook NB TTR	*	90	66	3.0	781	1600	0.09	1	3	
3.	Fen/Brook EB L	*	90	47	3.0	542	1600	0.09	1	3	
4.	Fen/Brook EB LTT	*	90	47	3.0	578	1600	0.09	1	3	
5.	Fen/Brook R	*	90	47	3.0	121	1600	0.09	1	3	
6.	Park/Brook SB TTR	*	90	56	3.0	571	1600	0.09	1	3	
7.	Park/Brook WB LLR	*	90	61	3.0	969	1600	0.09	1	3	
8.	Park/Brook NWB LTTT	*	90	63	3.0	769	1600	0.09	1	3	
9.	Park/Brook NWB R	*	90	63	3.0	96	1600	0.09	1	3	
10.	Park/Brook NEB TT	*	90	61	3.0	317	1600	0.09	1	3	
11.	Park/Brook NEB RR	*	90	61	3.0	908	1600	0.09	1	3	
12.	Full/Brook SB L	*	90	68	3.0	45	1600	0.09	1	3	
13.	Full/Brook SB TR	*	90	58	3.0	419	1600	0.09	1	3	
14.	Full/Brook WB LTR	*	90	32	3.0	188	1600	0.09	1	3	
15.	Full/Brook NB LTR	*	90	68	3.0	454	1600	0.09	1	3	
16.	Full/Brook EB L	*	90	22	3.0	71	1600	0.09	1	3	
17.	Full/Brook EB TR	*	90	32	3.0	110	1600	0.09	1	3	
18.	Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	0.09	1	3	
19.	Kil/Boyl NB LTR	*	90	66	3.0	78	1600	0.09	1	3	
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	0.09	1	3	
21.	Kil/Boyl SB LTR	*	90	66	3.0	239	1600	0.09	1	3	
22.	Boyl/Jersey WB	*	87	65	3.0	990	1600	0.09	1	3	
23.	Boyl/Jersey EB L	*	87	30	3.0	26	1600	0.09	1	3	

```
     24. Boyl/Jersey EB TTR  *      87       30       3.0      1153       1600
 0.09      1        3
     25. Boyl/Jersey NB LTR  *      87       47       3.0       161       1600
 0.09      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	3.	3.	3.	2.	1.	1.	2.	2.	2.	2.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	3.	3.	3.	1.	1.	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	2.	3.	3.	1.	0.	1.	2.								

```
4.    4.    4.    0.    0.    0.    0.    0.
  60.  *    0.    0.    1.    1.    1.    2.    3.    3.    1.    0.    0.    1.
4.    3.    4.    1.    1.    1.    0.    0.
  70.  *    0.    0.    2.    2.    1.    1.    2.    2.    0.    0.    0.    1.
2.    2.    2.    2.    2.    2.    0.    0.
  80.  *    0.    1.    3.    3.    2.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    3.    3.    3.    1.    0.
  90.  *    0.    1.    4.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    3.    4.    4.    1.    1.
 100.  *    1.    2.    4.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 110.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 120.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 130.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    2.    1.
 140.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 150.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 160.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 170.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 180.  *    1.    1.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 190.  *    1.    1.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 200.  *    1.    1.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 210.  *    1.    1.    3.    3.    3.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 220.  *    1.    1.    3.    3.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    1.    1.
 230.  *    1.    1.    3.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 240.  *    1.    2.    4.    4.    4.    1.    1.    2.    0.    0.    0.    0.
1.    1.    1.    3.    4.    3.    1.    1.
 250.  *    1.    1.    2.    3.    3.    3.    3.    3.    1.    0.    0.    1.
2.    3.    3.    2.    2.    2.    1.    0.
 260.  *    0.    0.    1.    1.    1.    4.    3.    4.    2.    1.    1.    1.
3.    3.    3.    1.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    4.    3.    3.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    3.    3.    2.    2.    1.    1.    2.
2.    2.    2.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
2.    2.    2.    0.    0.    0.    0.    0.
```

```
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    2.    4.    4.    4.    4.    4.    4.    2.    1.    1.    2.
4.    4.    4.    3.    4.    4.    2.    1.
 DEGR. *  130   160    90   240   230   260   270   260   270     0    20    30
50    50    60    90    90    90   110   120

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC13.
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:53

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:53

1. Fen/Brook SB LTT * 90 66 3.0 849 1600
0.05 1 3
2. Fen/Brook NB TTR * 90 66 3.0 781 1600
0.05 1 3
3. Fen/Brook EB L * 90 47 3.0 542 1600
0.05 1 3
4. Fen/Brook EB LTT * 90 47 3.0 578 1600
0.05 1 3
5. Fen/Brook R * 90 47 3.0 121 1600
0.05 1 3
6. Park/Brook SB TTR * 90 56 3.0 571 1600
0.05 1 3
7. Park/Brook WB LLR * 90 61 3.0 969 1600
0.05 1 3
8. Park/Brook NWB LTTT * 90 63 3.0 769 1600
0.05 1 3

9. Park/Brook NWB R	*	90	63	3.0	96	1600
0.05	1	3				
10. Park/Brook NEB TT	*	90	61	3.0	317	1600
0.05	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	908	1600
0.05	1	3				
12. Full/Brook SB L	*	90	68	3.0	45	1600
0.05	1	3				
13. Full/Brook SB TR	*	90	58	3.0	419	1600
0.05	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	188	1600
0.05	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	454	1600
0.05	1	3				
16. Full/Brook EB L	*	90	22	3.0	71	1600
0.05	1	3				
17. Full/Brook EB TR	*	90	32	3.0	110	1600
0.05	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600
0.05	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600
0.05	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600
0.05	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600
0.05	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:32:53

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	1.	2.	3.	3.	2.	1.	2.	2.	3.	3.	3.	0.	0.	1.	1.	0.
10.	0.	0.	0.	0.	1.	3.	3.	4.	2.	1.	2.	2.	3.	4.	4.	0.	1.	1.	1.	0.
20.	0.	0.	0.	0.	1.	3.	3.	4.	2.	1.	2.	2.	4.	4.	4.	1.	1.	2.	1.	0.
30.	0.	0.	1.	1.	1.	2.	3.	4.	2.	1.	1.	2.	5.	4.	5.	1.	2.	2.	1.	0.
40.	0.	1.	2.	2.	2.	2.	2.	3.	2.	1.	1.	2.	5.	4.	4.	2.	3.	3.	1.	1.
50.	0.	1.	3.	3.	3.	2.	2.	2.	1.	0.	1.	1.	4.	3.	3.	3.	3.	4.	2.	1.
60.	1.	2.	4.	4.	4.	2.	1.	1.	1.	0.	0.	1.	3.	3.	3.	3.	4.	4.	2.	1.

```
3.    2.    2.    3.    3.    4.    3.    2.
  70.  *    1.    2.    4.    4.    4.    1.    1.    1.    0.    0.    0.    1.
2.    1.    1.    3.    3.    4.    3.    2.
  80.  *    2.    2.    4.    3.    4.    1.    1.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    3.    3.    2.
  90.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    3.    2.
 100.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    1.
1.    1.    0.    2.    2.    2.    2.    2.
 110.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    1.
1.    1.    0.    2.    2.    2.    2.    2.
 120.  *    1.    2.    2.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    2.    2.
 130.  *    1.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    2.    1.
 140.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.    1.
 150.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.    1.
 160.  *    2.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    2.    2.    2.    1.    1.
 170.  *    2.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    1.    1.
 180.  *    2.    2.    2.    3.    3.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    2.    2.    2.    1.    0.
 190.  *    1.    2.    3.    3.    3.    0.    0.    1.    1.    0.    0.    0.
1.    1.    1.    1.    2.    2.    1.    0.
 200.  *    1.    2.    3.    3.    4.    0.    0.    1.    1.    0.    0.    0.
2.    2.    1.    1.    2.    2.    0.    0.
 210.  *    1.    1.    2.    3.    3.    1.    1.    1.    1.    0.    0.    0.
2.    2.    2.    1.    1.    1.    0.    0.
 220.  *    0.    1.    2.    2.    2.    2.    2.    2.    1.    0.    0.    0.
3.    3.    2.    0.    0.    1.    0.    0.
 230.  *    0.    1.    2.    1.    1.    3.    2.    2.    2.    1.    0.    1.
4.    3.    3.    0.    0.    0.    0.    0.
 240.  *    0.    1.    1.    1.    1.    3.    2.    2.    2.    1.    0.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 250.  *    0.    1.    1.    1.    0.    3.    3.    2.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 260.  *    0.    1.    1.    1.    0.    4.    3.    2.    2.    1.    1.    1.
2.    3.    2.    0.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    3.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 310.  *    0.    0.    1.    0.    0.    2.    3.    3.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    2.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    2.
2.    2.    2.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
2.    3.    3.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    1.    2.    3.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    1.    1.    0.
```

```
-------------------------------------------
 MAX   *    2.    2.    4.    4.    4.    4.    3.    4.    2.    2.    2.    2.
5.    4.    5.    3.    3.    4.    3.    2.
 DEGR. *  160   170    60    70    70   260    20    20    10   320     0    10
30    30    30    50    60    60    70    80
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (ug/m**3)
 (DEGR)* 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.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  10.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    4.    0.    0.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    4.    1.    1.    1.    1.    0.
  30.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    2.
3.    3.    3.    1.    1.    1.    1.    1.
  40.  *    0.    0.    1.    1.    1.    2.    2.    3.    1.    0.    1.    2.
2.    2.    2.    2.    2.    2.    1.    1.
  50.  *    0.    0.    2.    1.    1.    2.    2.    2.    1.    1.    1.    2.
2.    2.    2.    3.    3.    2.    1.    1.
  60.  *    0.    0.    2.    2.    1.    2.    2.    2.    1.    0.    1.    2.
2.    2.    1.    4.    3.    3.    2.    1.
  70.  *    0.    1.    3.    2.    1.    1.    1.    2.    0.    0.    1.    2.
2.    1.    1.    4.    4.    4.    2.    1.
  80.  *    1.    1.    3.    2.    2.    0.    1.    1.    0.    0.    1.    1.
1.    1.    1.    4.    3.    4.    2.    2.
  90.  *    1.    2.    3.    3.    2.    0.    0.    0.    0.    0.    0.    1.
1.    1.    0.    3.    3.    3.    3.    2.
 100.  *    1.    2.    3.    3.    2.    0.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 110.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    3.    3.    2.    2.
 120.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    3.    3.    2.    2.
 130.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    3.    3.    3.    2.    2.
 140.  *    2.    2.    3.    3.    2.    0.    0.    1.    0.    0.    0.    0.
1.    0.    0.    3.    3.    2.    2.    2.
 150.  *    2.    2.    3.    3.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    2.    2.    1.
 160.  *    2.    2.    4.    3.    2.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    3.    3.    2.    2.    1.
 170.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
```

```
0.    0.    0.    3.    3.    3.    2.    1.
 180.  *    2.    3.    4.    3.    3.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 190.  *    2.    2.    4.    3.    3.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 200.  *    2.    2.    4.    4.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    0.    3.    3.    3.    1.    1.
 210.  *    1.    2.    4.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    1.    2.    3.    3.    1.    0.
 220.  *    1.    1.    3.    2.    2.    1.    1.    2.    2.    1.    0.    1.
2.    2.    1.    2.    2.    2.    0.    0.
 230.  *    1.    1.    2.    1.    1.    1.    2.    3.    2.    1.    0.    1.
3.    3.    2.    1.    1.    1.    0.    0.
 240.  *    0.    1.    1.    0.    0.    2.    2.    3.    2.    1.    1.    1.
3.    3.    2.    1.    1.    0.    0.    0.
 250.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    2.    2.    2.    3.    2.    1.    2.
3.    4.    2.    1.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    4.    2.    1.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    3.    0.    0.    1.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    3.    3.    0.    0.    1.    1.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    1.    2.    2.
2.    3.    3.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    1.    2.    2.
2.    3.    3.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    2.    3.    4.    4.    3.    2.    2.    3.    3.    2.    2.    3.
3.    4.    4.    4.    4.    4.    3.    2.
 DEGR. *  150   180   200   200   200   280   260   240   250   290   350    10
240   260    10    60    70    80    90   110
```

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	0.	1.	1.	1.	0.
10.	*	0.	1.	1.	1.	0.
20.	*	1.	1.	1.	1.	0.
30.	*	1.	1.	1.	0.	0.
40.	*	1.	0.	0.	0.	0.
50.	*	0.	0.	1.	0.	0.
60.	*	0.	0.	1.	0.	0.
70.	*	1.	1.	1.	1.	1.
80.	*	1.	1.	2.	2.	1.
90.	*	1.	1.	2.	2.	1.
100.	*	1.	1.	2.	2.	1.
110.	*	1.	1.	2.	2.	1.
120.	*	1.	1.	2.	2.	1.
130.	*	1.	1.	2.	1.	1.
140.	*	1.	1.	2.	1.	1.
150.	*	1.	1.	2.	1.	1.
160.	*	1.	1.	2.	1.	1.
170.	*	1.	1.	2.	1.	1.
180.	*	1.	1.	2.	2.	1.
190.	*	1.	2.	2.	2.	2.
200.	*	2.	2.	2.	2.	2.
210.	*	2.	2.	3.	3.	2.
220.	*	2.	3.	4.	3.	3.
230.	*	2.	3.	3.	4.	3.
240.	*	2.	2.	3.	3.	3.
250.	*	1.	2.	2.	3.	2.
260.	*	1.	2.	2.	2.	1.
270.	*	1.	1.	2.	2.	1.
280.	*	0.	1.	2.	1.	1.
290.	*	0.	1.	1.	1.	0.
300.	*	0.	1.	1.	1.	0.
310.	*	0.	1.	1.	1.	0.
320.	*	0.	1.	1.	1.	0.
330.	*	0.	1.	1.	1.	0.
340.	*	0.	1.	1.	1.	0.
350.	*	0.	1.	1.	1.	0.
360.	*	0.	1.	1.	1.	0.
MAX	*	2.	3.	4.	4.	3.
DEGR.	*	220	230	220	230	230

THE HIGHEST CONCENTRATION OF 5. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:33

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26	57.0
2.	Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16	38.9
3.	Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80	7.4
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43	3.8
5.	Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37	3.0
7.	Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14	43.0
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65	4.5
9.	Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25	1.7
10.	Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37	2.7
11.	Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07	27.1
12.	Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87	8.2
14.	Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10	0.8
15.	Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50	91.1
16.	Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06	0.4
17.	Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12	1.0
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43	3.1
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.								

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:33

1. Fen/Brook SB LTT * 90 66 3.0 849 1600
0.05 1 3
2. Fen/Brook NB TTR * 90 66 3.0 781 1600
0.05 1 3
3. Fen/Brook EB L * 90 47 3.0 542 1600
0.05 1 3
4. Fen/Brook EB LTT * 90 47 3.0 578 1600
0.05 1 3
5. Fen/Brook R * 90 47 3.0 121 1600
0.05 1 3
6. Park/Brook SB TTR * 90 56 3.0 571 1600
0.05 1 3
7. Park/Brook WB LLR * 90 61 3.0 969 1600
0.05 1 3
8. Park/Brook NWB LTTT * 90 63 3.0 769 1600
0.05 1 3

9. Park/Brook NWB R	*	90	63	3.0	96	1600	
0.05	1	3					
10. Park/Brook NEB TT	*	90	61	3.0	317	1600	
0.05	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	908	1600	
0.05	1	3					
12. Full/Brook SB L	*	90	68	3.0	45	1600	
0.05	1	3					
13. Full/Brook SB TR	*	90	58	3.0	419	1600	
0.05	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	188	1600	
0.05	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	454	1600	
0.05	1	3					
16. Full/Brook EB L	*	90	22	3.0	71	1600	
0.05	1	3					
17. Full/Brook EB TR	*	90	32	3.0	110	1600	
0.05	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	
0.05	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	78	1600	
0.05	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	
0.05	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	239	1600	
0.05	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

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JOB: The Point RUN: 2012EX

DATE : 2/13/12
TIME : 10:32:33

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	2.	1.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	0.
40.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.
50.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	0.	0.
60.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	0.	0.
70.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	0.
80.	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.

```
  90.  *    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 100.  *    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 110.  *    0.    0.    1.    1.    0.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 120.  *    1.    1.    1.    2.    0.    0.    0.    0.    0.    0.    1.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 130.  *    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    1.    1.
0.    0.    0.    1.    2.    2.    1.    1.
 140.  *    1.    1.    2.    2.    0.    0.    0.    0.    1.    1.    1.    1.
0.    0.    0.    1.    1.    2.    1.    1.
 150.  *    1.    1.    2.    2.    1.    0.    0.    0.    1.    1.    1.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 160.  *    1.    1.    2.    2.    1.    0.    0.    0.    1.    1.    1.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 170.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 180.  *    0.    1.    2.    2.    1.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    1.    2.    1.    0.
 190.  *    0.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 200.  *    1.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    1.    2.    2.    2.    1.    1.
 210.  *    1.    1.    2.    2.    2.    1.    1.    2.    0.    0.    0.    0.
1.    1.    2.    3.    2.    2.    1.    1.
 220.  *    0.    0.    1.    2.    2.    1.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    0.    0.
 230.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    1.    2.    1.    1.    0.    0.    0.
 240.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    0.    0.    1.    0.    0.    0.    0.
1.    2.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    1.    2.    2.    1.    1.    1.    1.
2.    2.    2.    3.    2.    2.    1.    1.
 DEGR. *  140   200   200   200   200   240   220   220   220   230   230   220
220   220   220   210   210   210   210   210
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JOB: The Point RUN: 2012EX

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	1.	1.	2.	1.	0.	0.	0.	0.	0.	
10.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
20.	*	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	1.	1.	2.	2.	0.	0.	0.	0.	0.	
30.	*	0.	0.	0.	0.	0.	0.	1.	2.	1.	0.	0.	1.	2.	2.	0.	0.	0.	0.	0.	
40.	*	0.	0.	0.	0.	0.	0.	1.	2.	0.	0.	0.	1.	2.	2.	0.	0.	1.	0.	0.	
50.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	0.	0.	1.	0.	0.	
60.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	1.	0.	1.	0.	0.	
70.	*	0.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.	0.	
80.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	0.	0.	
90.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
100.	*	0.	0.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
110.	*	0.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	
120.	*	0.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
130.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
140.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
150.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	
160.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	
170.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	
180.	*	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	
190.	*	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	

```
 200.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 210.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 220.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 230.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 240.  *    1.    1.    3.    3.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    1.
 250.  *    0.    1.    2.    2.    2.    2.    2.    2.    1.    0.    0.    1.
1.    2.    1.    1.    1.    2.    1.    0.
 260.  *    0.    0.    1.    1.    1.    2.    2.    2.    1.    1.    0.    1.
2.    2.    2.    1.    1.    1.    0.    0.
 270.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    3.    3.    2.    2.    2.    3.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  230   230   240   240   230   270   260   260   320   270     0   340
30    30    40    90   240   240   140   230

 THE HIGHEST CONCENTRATION OF      3. ug/m**3 OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:59:33

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3209.1	4198.4	*	1122.	38.	AG	0.	100.0	1.0	20.0	1.26 57.0
2. Fen/Brook NB TTR	*	2473.8	3217.8	2011.9	2606.6	*	766.	217.	AG	0.	100.0	1.0	20.0	1.16 38.9
3. Fen/Brook EB L	*	2487.6	3319.0	2381.2	3419.9	*	147.	313.	AG	0.	100.0	1.0	10.0	0.80 7.4
4. Fen/Brook EB LTT	*	2476.2	3307.2	2421.7	3357.6	*	74.	313.	AG	0.	100.0	1.0	20.0	0.43 3.8
5. Fen/Brook R	*	2463.2	3293.4	2440.9	3315.0	*	31.	314.	AG	0.	100.0	1.0	10.0	0.18 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2756.4	3613.4	*	58.	38.	AG	0.	100.0	1.0	30.0	0.37 3.0
7. Park/Brook WB LLR	*	2765.3	3515.6	3564.9	3794.0	*	847.	71.	AG	0.	100.0	1.0	20.0	1.14 43.0
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2783.7	3330.9	*	88.	144.	AG	0.	100.0	1.0	30.0	0.65 4.5
9. Park/Brook NWB R	*	2745.1	3420.1	2765.6	3394.1	*	33.	142.	AG	0.	100.0	1.0	10.0	0.25 1.7
10. Park/Brook NEB TT	*	2649.3	3433.4	2616.3	3392.3	*	53.	219.	AG	0.	100.0	1.0	20.0	0.37 2.7
11. Park/Brook NEB RR	*	2664.7	3417.0	2331.9	2999.0	*	534.	219.	AG	0.	100.0	1.0	20.0	1.07 27.1
12. Full/Brook SB L	*	3166.2	4125.2	3176.7	4138.3	*	17.	39.	AG	0.	100.0	1.0	10.0	0.15 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3251.8	4263.0	*	161.	37.	AG	0.	100.0	1.0	10.0	0.87 8.2
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.4	4043.1	*	16.	129.	AG	0.	100.0	1.0	20.0	0.10 0.8
15. Full/Brook NB LTR	*	3116.8	4037.5	2183.3	2507.4	*	1792.	211.	AG	0.	100.0	1.0	10.0	1.50 91.1
16. Full/Brook EB L	*	3097.0	4095.5	3090.0	4100.5	*	9.	305.	AG	0.	100.0	1.0	10.0	0.06 0.4
17. Full/Brook EB TR	*	3090.7	4084.0	3074.7	4094.6	*	19.	304.	AG	0.	100.0	1.0	10.0	0.12 1.0
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3473.7	3773.6	*	62.	71.	AG	0.	100.0	1.0	20.0	0.43 3.1
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.5	3662.9	*	28.							

160. AG 0. 100.0 1.0 10.0 0.23 1.4
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3295.2 3680.8 * 72.
250. AG 0. 100.0 1.0 20.0 0.51 3.7
21. Kil/Boyl SB LTR * 3369.9 3781.7 3353.1 3821.2 * 43.
337. AG 0. 100.0 1.0 20.0 0.35 2.2
22. Boyl/Jersey WB * 4012.7 3973.4 6010.1 4665.6 * 2114.
71. AG 0. 100.0 1.0 20.0 1.59 107.4
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.5 3937.7 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 1823.9 3037.0 * 2310.
247. AG 0. 100.0 1.0 10.0 1.21 117.4
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4022.2 3875.4 * 41.
162. AG 0. 100.0 1.0 10.0 0.25 2.1
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 512. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 1751. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1241. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2074. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1065. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2074. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1351. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 974. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 1773. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 332. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 952. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 349. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 941. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2111. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 193. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2084. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 320. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2222. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 227. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2012EX

DATE : 2/28/12
TIME : 15:59:33

LINK VARIABLES

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

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2113.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	98.	0.0	1.0 42.0

♀

JOB: The Point RUN: 2012EX

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1.	Fen/Brook SB LTT	*	90	66	3.0	849	1600	0.05	1	3	
2.	Fen/Brook NB TTR	*	90	66	3.0	781	1600	0.05	1	3	
3.	Fen/Brook EB L	*	90	47	3.0	542	1600	0.05	1	3	
4.	Fen/Brook EB LTT	*	90	47	3.0	578	1600	0.05	1	3	
5.	Fen/Brook R	*	90	47	3.0	121	1600	0.05	1	3	
6.	Park/Brook SB TTR	*	90	56	3.0	571	1600	0.05	1	3	
7.	Park/Brook WB LLR	*	90	61	3.0	969	1600	0.05	1	3	
8.	Park/Brook NWB LTTT	*	90	63	3.0	769	1600	0.05	1	3	
9.	Park/Brook NWB R	*	90	63	3.0	96	1600	0.05	1	3	
10.	Park/Brook NEB TT	*	90	61	3.0	317	1600	0.05	1	3	
11.	Park/Brook NEB RR	*	90	61	3.0	908	1600	0.05	1	3	
12.	Full/Brook SB L	*	90	68	3.0	45	1600	0.05	1	3	
13.	Full/Brook SB TR	*	90	58	3.0	419	1600	0.05	1	3	
14.	Full/Brook WB LTR	*	90	32	3.0	188	1600	0.05	1	3	
15.	Full/Brook NB LTR	*	90	68	3.0	454	1600	0.05	1	3	
16.	Full/Brook EB L	*	90	22	3.0	71	1600	0.05	1	3	
17.	Full/Brook EB TR	*	90	32	3.0	110	1600	0.05	1	3	
18.	Kil/Boyl WB LTTR	*	90	24	3.0	941	1600	0.05	1	3	
19.	Kil/Boyl NB LTR	*	90	66	3.0	78	1600	0.05	1	3	
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1096	1600	0.05	1	3	
21.	Kil/Boyl SB LTR	*	90	66	3.0	239	1600	0.05	1	3	
22.	Boyl/Jersey WB	*	87	65	3.0	990	1600	0.05	1	3	
23.	Boyl/Jersey EB L	*	87	30	3.0	26	1600	0.05	1	3	

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     24. Boyl/Jersey EB TTR  *      87       30       3.0      1153       1600
 0.05      1        3
     25. Boyl/Jersey NB LTR  *      87       47       3.0       161       1600
 0.05      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.

```
2.    2.    2.    0.    0.    0.    0.    0.
  60.  *    0.    0.    0.    0.    0.    1.    2.    2.    0.    0.    0.    1.
2.    2.    2.    0.    0.    1.    0.    0.
  70.  *    0.    0.    1.    1.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
  80.  *    0.    0.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    1.    0.
  90.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 100.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 110.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 120.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 130.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 140.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 160.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 170.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 180.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 190.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 200.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 220.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 230.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 240.  *    0.    1.    2.    2.    2.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
 250.  *    0.    1.    1.    2.    2.    2.    2.    2.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    0.    1.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    1.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
```

```
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  120   110    90   210   230   260   260   260   280   340     0    20
40    60    50    90    90    90   100   130

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC3 .
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:23

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	192.	100.0	1.0	20.0	1.51	102.7
2.	Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	192.	100.0	1.0	20.0	1.46	93.2
3.	Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	68.	100.0	1.0	10.0	1.01	17.9
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	137.	100.0	1.0	20.0	0.47	4.2
5.	Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51	4.1
7.	Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	177.	100.0	1.0	20.0	1.34	88.5
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56	3.8
9.	Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32	2.2
10.	Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	177.	100.0	1.0	20.0	0.56	4.1
11.	Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32	84.3
12.	Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	84.	100.0	1.0	10.0	1.12	44.8
14.	Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	93.	100.0	1.0	20.0	0.10	0.9
15.	Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	99.	100.0	1.0	10.0	1.94	160.9
16.	Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10	0.7
17.	Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37	3.1
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	70.	100.0	1.0	20.0	0.50	3.6
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.								

```
160. AG     96. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG     70. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG    192. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   8.9   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   8.9   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   8.9   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   8.9   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   9.2   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   8.9   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   9.2   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   8.9   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   8.9   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   8.9   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   8.9   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   8.9   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   8.9   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   8.9   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   9.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   8.9   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   9.0   1.0 54.0
♀
                              PAGE  2
      JOB: The Point                                          RUN: 2017NB


      DATE :  2/13/12
      TIME : 10:33:23

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

-------------------------*-------------------------------------------------------
---------------------
      1. Fen/Brook SB LTT     *      90       66       3.0      1020       1600
48.73      1        3
      2. Fen/Brook NB TTR     *      90       66       3.0       985       1600
48.73      1        3
      3. Fen/Brook EB L       *      90       47       3.0       680       1600
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48.73	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	640	1600	
48.73	1	3					
5. Fen/Brook R	*	90	47	3.0	125	1600	
48.73	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	790	1600	
48.73	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	1140	1600	
48.73	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600	
48.73	1	3					
9. Park/Brook NWB R	*	90	63	3.0	125	1600	
48.73	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600	
48.73	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
48.73	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
48.73	1	3					
13. Full/Brook SB TR	*	90	58	3.0	540	1600	
48.73	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	195	1600	
48.73	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	585	1600	
48.73	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
48.73	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
48.73	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	
48.73	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
48.73	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
48.73	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600	
48.73	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*

21. Park/Brook NE1	*	2565.8	3655.2	6.0 *
22. Park/Brook NE2	*	2619.6	3603.0	6.0 *
23. Park/Brook NE3	*	2673.4	3550.7	6.0 *
24. Park/Brook NE4	*	2717.8	3611.1	6.0 *

♀

DATE : 2/13/12
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Park/Brook NE5	2762.3	3671.5	6.0
26. Park/Brook SE1	2897.9	3502.4	6.0
27. Park/Brook SE2	2826.4	3479.7	6.0
28. Park/Brook SE3	2755.0	3456.9	6.0
29. Park/Brook SE4	2798.9	3396.1	6.0
30. Park/Brook SE5	2842.8	3335.3	6.0
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (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	0.1	0.3	1.8	2.0	2.1	1.7	0.8	1.2	1.3	1.5	2.0	2.0	0.1	0.3	0.8	0.5	0.2

```
  10.  *   0.0   0.0   0.1   0.1   0.3   1.7   2.3   2.3   2.0   0.8   1.2   1.4
2.0   2.3   2.3   0.1   0.3   0.8   0.4   0.2
  20.  *   0.0   0.1   0.2   0.3   0.4   1.5   2.1   2.6   1.7   0.8   1.1   1.8
2.5   2.9   2.9   0.2   0.4   0.9   0.4   0.2
  30.  *   0.0   0.2   0.5   0.7   0.8   1.6   2.0   2.3   1.8   0.6   1.0   1.4
3.4   3.0   2.9   0.8   0.9   1.2   0.7   0.3
  40.  *   0.2   0.3   1.3   1.1   1.4   1.3   1.5   1.7   1.2   0.4   0.7   1.1
3.3   3.0   2.8   1.2   1.6   1.9   0.8   0.6
  50.  *   0.3   0.6   2.1   2.0   1.9   1.2   1.1   1.3   0.8   0.2   0.4   0.9
2.7   2.1   2.0   1.9   1.8   2.4   1.3   0.7
  60.  *   0.6   1.0   2.4   2.3   2.3   1.2   1.0   0.7   0.4   0.1   0.3   0.6
2.1   1.4   1.1   1.8   1.9   2.5   1.8   1.0
  70.  *   0.7   1.2   2.6   2.5   2.5   1.2   0.7   0.4   0.3   0.0   0.2   0.5
1.5   1.0   0.6   1.6   1.6   2.1   2.0   1.2
  80.  *   1.0   1.3   2.4   2.3   2.1   0.9   0.4   0.2   0.1   0.0   0.1   0.4
1.1   0.7   0.4   1.3   1.2   1.8   2.2   1.3
  90.  *   0.6   1.3   2.0   2.2   1.8   0.8   0.4   0.2   0.1   0.0   0.1   0.4
0.9   0.6   0.3   1.2   1.2   1.3   1.5   1.3
 100.  *   0.9   1.2   1.9   2.1   1.7   0.6   0.2   0.1   0.0   0.0   0.1   0.4
0.8   0.5   0.2   1.1   1.1   1.1   1.3   1.3
 110.  *   0.7   1.0   1.6   2.0   1.8   0.5   0.2   0.1   0.0   0.0   0.1   0.4
0.8   0.5   0.2   1.1   1.2   1.1   1.0   1.1
 120.  *   0.6   0.8   1.5   2.0   1.8   0.4   0.1   0.1   0.0   0.0   0.1   0.4
0.7   0.4   0.2   1.1   1.1   1.1   0.8   0.9
 130.  *   0.6   0.8   1.4   2.0   1.8   0.2   0.1   0.1   0.0   0.0   0.0   0.3
0.7   0.4   0.2   1.1   1.1   0.9   0.7   0.8
 140.  *   1.1   1.0   1.4   1.9   1.8   0.1   0.1   0.2   0.0   0.0   0.0   0.3
0.7   0.4   0.2   1.1   1.1   1.0   0.6   0.4
 150.  *   1.0   1.1   1.1   1.7   1.8   0.2   0.1   0.2   0.1   0.0   0.0   0.2
0.7   0.4   0.2   1.1   1.1   0.9   0.5   0.4
 160.  *   1.1   1.2   1.2   1.8   1.8   0.2   0.1   0.3   0.2   0.0   0.0   0.2
0.6   0.4   0.2   1.1   1.1   1.0   0.7   0.4
 170.  *   1.1   1.5   1.1   1.9   1.9   0.2   0.1   0.3   0.3   0.0   0.0   0.2
0.7   0.5   0.3   1.1   1.2   1.2   0.8   0.4
 180.  *   1.0   1.5   1.3   1.9   2.2   0.2   0.3   0.3   0.4   0.1   0.0   0.2
0.8   0.6   0.4   1.1   1.2   1.2   0.7   0.5
 190.  *   0.9   1.4   1.7   1.9   2.2   0.2   0.3   0.4   0.6   0.1   0.0   0.3
1.0   0.8   0.5   1.1   1.4   1.4   0.7   0.4
 200.  *   0.7   1.3   1.8   2.0   2.2   0.4   0.4   0.5   0.8   0.1   0.1   0.3
1.6   1.3   1.0   1.1   1.3   1.4   0.6   0.3
 210.  *   0.6   1.0   2.0   1.7   2.0   0.9   0.8   0.8   1.3   0.2   0.2   0.4
2.3   2.1   1.7   0.9   1.0   1.1   0.3   0.2
 220.  *   0.4   0.7   1.3   1.2   1.4   1.5   1.2   1.5   1.5   0.6   0.4   0.5
2.7   2.6   2.3   0.4   0.4   0.5   0.2   0.0
 230.  *   0.3   0.5   0.9   0.7   0.8   1.8   1.6   1.8   1.6   0.8   0.6   0.6
2.7   2.6   2.4   0.1   0.2   0.2   0.0   0.0
 240.  *   0.2   0.4   0.7   0.4   0.3   2.0   1.7   1.7   1.4   0.7   0.6   0.7
2.1   2.3   2.1   0.0   0.0   0.0   0.0   0.0
 250.  *   0.2   0.4   0.7   0.4   0.1   1.9   1.7   1.5   1.3   0.7   0.6   0.8
1.7   2.0   1.9   0.0   0.0   0.0   0.0   0.0
 260.  *   0.1   0.4   0.9   0.4   0.1   2.2   1.5   1.4   1.2   0.8   0.7   0.7
1.5   1.8   1.6   0.0   0.0   0.0   0.0   0.0
 270.  *   0.1   0.5   0.9   0.2   0.0   1.9   1.7   1.3   1.2   0.7   0.7   0.8
1.2   1.5   1.5   0.0   0.0   0.0   0.0   0.0
 280.  *   0.2   0.5   0.8   0.2   0.0   1.8   2.0   1.3   1.0   0.7   0.7   0.7
1.0   1.4   1.6   0.0   0.0   0.0   0.0   0.0
 290.  *   0.2   0.5   0.7   0.1   0.0   1.6   2.0   1.4   1.2   0.7   0.6   0.7
0.9   1.4   1.5   0.0   0.0   0.0   0.0   0.0
 300.  *   0.1   0.4   0.6   0.0   0.0   1.7   1.9   1.6   1.0   0.7   0.6   0.7
0.8   1.4   1.5   0.0   0.0   0.0   0.0   0.0
 310.  *   0.1   0.2   0.3   0.0   0.0   1.6   1.8   1.7   1.4   0.7   0.6   0.7
0.8   1.4   1.5   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.2   0.2   0.0   0.0   1.5   1.8   1.7   1.4   0.7   0.7   0.7
```

```
1.1   1.4   1.5   0.0   0.0   0.2   0.1   0.0
 330.  *   0.0   0.0   0.0   0.0   0.1   1.5   1.6   1.5   1.3   0.8   0.8   1.0
1.3   1.5   1.5   0.0   0.0   0.5   0.3   0.1
 340.  *   0.0   0.0   0.0   0.0   0.2   1.5   2.0   1.6   1.2   0.7   1.1   0.9
1.4   1.5   1.6   0.0   0.1   0.6   0.4   0.1
 350.  *   0.0   0.0   0.0   0.1   0.2   1.7   2.1   1.8   1.6   0.7   1.0   1.1
1.3   1.9   1.8   0.0   0.2   0.7   0.4   0.1
 360.  *   0.0   0.0   0.0   0.1   0.3   1.8   2.0   2.1   1.7   0.8   1.2   1.3
1.5   2.0   2.0   0.1   0.3   0.8   0.5   0.2

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   1.1   1.5   2.6   2.5   2.5   2.2   2.3   2.6   2.0   0.8   1.2   1.8
3.4   3.0   2.9   1.9   1.9   2.5   2.2   1.3
 DEGR. *  140   170    70    70    70   260    10    20    10    10     0    20
30    30    30    50    60    60    80    80
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   1.1   1.3   1.2   0.9   0.6   1.6   1.7
1.8   2.0   2.2   0.1   0.2   0.4   0.4   0.1
  10.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.4   1.0   0.5   1.4   2.1
1.7   1.9   2.4   0.1   0.2   0.4   0.4   0.1
  20.  *   0.0   0.0   0.1   0.1   0.1   1.2   1.3   1.6   0.8   0.5   1.2   2.1
1.8   1.9   2.3   0.3   0.3   0.5   0.3   0.2
  30.  *   0.0   0.1   0.6   0.4   0.3   1.0   1.2   1.9   0.8   0.4   1.0   2.0
1.7   1.6   2.0   0.7   0.7   0.8   0.4   0.3
  40.  *   0.1   0.2   1.3   0.9   0.7   1.0   1.2   1.9   0.6   0.4   0.6   1.7
1.6   1.4   1.6   1.4   1.2   1.2   0.6   0.4
  50.  *   0.2   0.3   1.6   1.3   0.9   1.0   1.1   1.7   0.5   0.3   0.7   1.6
1.5   1.2   1.1   2.3   1.9   1.7   0.7   0.5
  60.  *   0.2   0.5   1.7   1.4   0.9   1.0   1.1   1.6   0.4   0.2   0.7   1.5
1.4   1.2   0.9   2.5   2.2   2.1   1.0   0.5
  70.  *   0.3   0.7   2.0   1.8   1.0   0.8   0.9   1.3   0.2   0.1   0.5   1.1
1.2   0.9   0.5   2.5   2.3   2.5   1.2   0.8
  80.  *   0.5   1.1   2.0   2.0   1.2   0.3   0.4   0.7   0.0   0.0   0.4   0.9
1.2   0.7   0.4   2.6   1.9   2.5   1.5   1.2
  90.  *   0.8   1.2   1.8   2.1   1.2   0.0   0.1   0.5   0.0   0.0   0.4   0.9
1.1   0.5   0.2   2.2   1.8   2.2   1.4   1.1
 100.  *   0.7   1.2   1.7   2.0   1.3   0.0   0.0   0.3   0.0   0.0   0.3   0.8
1.2   0.4   0.2   2.2   1.6   1.7   1.3   1.0
 110.  *   0.6   1.0   1.6   2.0   1.3   0.0   0.0   0.3   0.0   0.0   0.3   0.7
1.2   0.3   0.1   1.9   1.8   1.8   1.3   1.0
```

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 120.  *   0.7   1.0   1.6   2.0   1.3   0.0   0.0   0.4   0.0   0.0   0.2   0.6
1.3   0.2   0.1   1.9   2.0   1.8   1.3   1.0
 130.  *   0.6   1.0   1.6   2.0   1.3   0.0   0.0   0.4   0.0   0.0   0.1   0.4
1.0   0.1   0.1   1.9   1.8   1.7   1.2   0.9
 140.  *   1.0   1.2   1.9   2.0   1.4   0.0   0.0   0.5   0.1   0.0   0.1   0.2
0.6   0.1   0.1   1.8   1.7   1.6   1.2   0.8
 150.  *   1.1   1.4   2.0   2.0   1.4   0.0   0.0   0.9   0.3   0.1   0.0   0.1
0.5   0.1   0.1   1.8   1.7   1.4   1.0   0.7
 160.  *   0.9   1.5   2.3   2.2   1.6   0.0   0.0   1.2   0.4   0.2   0.0   0.0
0.3   0.1   0.1   1.7   1.9   1.6   0.9   0.5
 170.  *   1.1   1.4   2.2   2.2   1.8   0.0   0.1   1.5   0.5   0.2   0.0   0.0
0.2   0.2   0.2   1.7   2.0   1.7   1.1   0.7
 180.  *   1.0   1.3   2.3   2.3   2.1   0.0   0.2   1.6   0.6   0.3   0.0   0.0
0.2   0.2   0.3   1.8   2.2   1.9   0.9   0.8
 190.  *   1.1   1.5   2.4   2.2   2.3   0.1   0.3   1.6   0.6   0.4   0.0   0.0
0.2   0.3   0.3   1.8   2.2   1.9   0.9   0.6
 200.  *   1.0   1.3   2.8   2.4   2.5   0.1   0.5   1.6   0.8   0.4   0.0   0.1
0.4   0.4   0.4   1.8   2.4   2.2   1.0   0.6
 210.  *   0.6   1.2   2.4   2.3   2.2   0.4   0.9   1.6   0.9   0.5   0.1   0.4
0.9   0.9   0.8   1.8   1.9   1.8   0.6   0.3
 220.  *   0.5   0.7   1.8   1.4   1.2   0.6   1.0   1.7   1.3   0.7   0.3   0.7
1.5   1.5   1.2   1.1   1.3   1.2   0.3   0.2
 230.  *   0.3   0.5   1.0   0.8   0.3   1.0   1.4   2.1   1.8   0.8   0.5   0.9
2.0   1.9   1.4   0.7   0.6   0.6   0.1   0.0
 240.  *   0.2   0.3   0.4   0.2   0.1   1.2   1.7   2.1   1.7   1.0   0.7   0.8
2.1   1.9   1.5   0.6   0.2   0.1   0.1   0.0
 250.  *   0.2   0.3   0.4   0.2   0.1   1.1   1.5   1.7   1.9   1.0   0.5   0.9
2.1   1.8   1.4   0.5   0.1   0.1   0.0   0.0
 260.  *   0.1   0.4   0.4   0.2   0.1   1.4   1.5   1.6   2.2   1.1   0.6   1.2
2.1   2.0   1.4   0.4   0.2   0.0   0.0   0.0
 270.  *   0.1   0.4   0.4   0.2   0.0   1.3   1.3   1.4   1.9   1.5   0.7   1.2
1.9   1.9   1.3   0.4   0.2   0.0   0.0   0.0
 280.  *   0.1   0.4   0.4   0.1   0.0   1.3   1.3   1.4   1.6   1.6   0.8   1.3
1.6   1.9   1.5   0.3   0.0   0.0   0.0   0.0
 290.  *   0.0   0.3   0.4   0.1   0.0   1.4   1.4   1.4   1.4   1.7   0.8   1.2
1.3   1.9   1.6   0.2   0.0   0.0   0.0   0.0
 300.  *   0.0   0.2   0.4   0.0   0.0   1.3   1.5   1.6   1.2   1.4   0.7   1.1
1.2   1.8   1.9   0.2   0.0   0.0   0.0   0.0
 310.  *   0.0   0.1   0.2   0.0   0.0   1.3   1.5   1.5   1.3   1.3   0.8   1.1
1.1   1.9   1.9   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.1   0.1   0.0   0.0   1.2   1.5   1.3   1.0   1.1   1.0   1.2
1.2   1.8   1.6   0.0   0.0   0.3   0.2   0.0
 330.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.5   1.2   0.9   0.9   1.1   1.2
1.2   1.7   1.6   0.0   0.0   0.4   0.3   0.0
 340.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.6   1.1   0.9   0.8   1.6   1.4
1.5   1.8   1.8   0.0   0.1   0.4   0.3   0.0
 350.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.4   1.1   0.9   0.7   1.6   1.8
1.5   1.9   2.1   0.0   0.1   0.4   0.4   0.1
 360.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.2   0.9   0.6   1.6   1.7
1.8   2.0   2.2   0.1   0.2   0.4   0.4   0.1

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   1.1   1.5   2.8   2.4   2.5   1.4   1.7   2.1   2.2   1.7   1.6   2.1
2.1   2.0   2.4   2.6   2.4   2.5   1.5   1.2
 DEGR. *  150   160   200   200   200   260   240   230   260   290     0    10
240     0    10    80   200    70    80    80

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MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45
0.	0.4	0.4	0.6	0.5	0.3
10.	0.4	0.5	0.7	0.6	0.3
20.	0.5	0.6	0.8	0.6	0.3
30.	0.6	0.6	0.7	0.5	0.3
40.	0.6	0.4	0.5	0.2	0.1
50.	0.4	0.4	0.3	0.0	0.0
60.	0.3	0.4	0.4	0.3	0.2
70.	0.4	0.6	0.9	0.7	0.7
80.	0.7	0.7	1.4	1.0	0.9
90.	0.6	0.7	1.4	1.1	0.8
100.	0.5	0.8	1.3	1.0	0.8
110.	0.5	0.7	1.2	1.0	0.8
120.	0.5	0.8	1.2	1.0	0.8
130.	0.6	0.8	1.1	0.9	0.8
140.	0.6	0.8	1.0	0.8	0.8
150.	0.7	0.8	1.0	0.8	0.8
160.	0.7	0.8	1.1	0.9	0.9
170.	0.8	0.8	1.1	0.8	0.8
180.	0.8	0.9	1.3	0.9	0.8
190.	0.9	1.1	1.3	0.9	0.8
200.	1.1	1.3	1.6	1.3	1.1
210.	1.4	1.8	1.9	1.8	1.5
220.	1.6	1.7	2.3	2.4	1.9
230.	1.6	1.7	2.3	2.3	2.1
240.	1.1	1.4	1.7	1.8	1.7
250.	0.9	1.2	1.4	1.6	1.3
260.	0.6	1.1	1.2	1.2	0.9
270.	0.4	0.9	1.1	1.0	0.8
280.	0.4	0.7	1.1	0.9	0.5
290.	0.3	0.6	1.1	0.7	0.4
300.	0.3	0.6	1.0	0.7	0.4
310.	0.3	0.6	1.0	0.6	0.3
320.	0.3	0.6	1.0	0.6	0.3
330.	0.3	0.6	0.9	0.5	0.3
340.	0.3	0.5	0.8	0.5	0.3
350.	0.3	0.5	0.7	0.6	0.3
360.	0.4	0.4	0.6	0.5	0.3
MAX	1.6	1.8	2.3	2.4	2.1
DEGR.	230	210	220	220	230

THE HIGHEST CONCENTRATION OF 3.40 PPM OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:30

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	192.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	192.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	68.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	137.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	177.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	177.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	84.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	93.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	99.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	70.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 96. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 70. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3355.5 3815.6 * 37.
337. AG 192. 100.0 1.0 20.0 0.30 1.9
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 700. 8.9 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2130. 8.9 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1445. 8.9 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 8.9 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 9.2 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2625. 8.9 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1495. 9.2 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1340. 8.9 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2390. 8.9 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 8.9 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1405. 8.9 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 8.9 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1175. 8.9 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2465. 8.9 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 9.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2490. 8.9 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 295. 9.0 1.0 54.0

♀

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:30

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	*	90	66	3.0	1020	1600	48.73	1	3
2. Fen/Brook NB TTR	*	90	66	3.0	985	1600	48.73	1	3
3. Fen/Brook EB L	*	90	47	3.0	680	1600			

48.73	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	640	1600	
48.73	1	3					
5. Fen/Brook R	*	90	47	3.0	125	1600	
48.73	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	790	1600	
48.73	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	1140	1600	
48.73	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600	
48.73	1	3					
9. Park/Brook NWB R	*	90	63	3.0	125	1600	
48.73	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600	
48.73	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
48.73	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
48.73	1	3					
13. Full/Brook SB TR	*	90	58	3.0	540	1600	
48.73	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	195	1600	
48.73	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	585	1600	
48.73	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
48.73	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
48.73	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	
48.73	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
48.73	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
48.73	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600	
48.73	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*

21. Kil/Boyl NE1	3353.1	3935.2	6.0
22. Kil/Boyl NE2	3378.7	3864.7	6.0
23. Kil/Boyl NE3	3404.3	3794.2	6.0
24. Kil/Boyl NE4	3474.8	3819.7	6.0

♀

DATE : 2/13/12
TIME : 10:33:30

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Kil/Boyl NE5	3545.3	3845.3	6.0
26. Kil/Boyl SE1	3583.3	3742.1	6.0
27. Kil/Boyl SE2	3512.8	3716.5	6.0
28. Kil/Boyl SE3	3442.3	3690.9	6.0
29. Kil/Boyl SE4	3468.5	3620.6	6.0
30. Kil/Boyl SE5	3494.7	3550.4	6.0
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (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	0.5	0.7	0.8	0.4	0.3	0.3	0.4	0.9	1.0	1.0	0.1	0.1	0.3	0.1	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	0.3	0.3	0.3	0.4	1.0	1.1	1.0	0.2	0.2	0.3	0.1	0.0
20.	0.0	0.0	0.1	0.1	0.2	0.5	0.6	1.0	0.3	0.1	0.1	0.3	1.0	1.0	1.3	0.5	0.3	0.4	0.1	0.0
30.	0.0	0.0	0.4	0.4	0.5	0.5	0.6	0.7	0.3	0.1	0.1	0.3								

```
0.9   0.8   1.2   1.2   1.0   0.8   0.2   0.0
  40.   *   0.1   0.2   0.9   0.8   0.9   0.3   0.3   0.5   0.1   0.0   0.0   0.1
0.6   0.5   0.9   1.8   1.5   1.3   0.5   0.1
  50.   *   0.1   0.3   1.1   1.1   1.1   0.1   0.1   0.1   0.0   0.0   0.0   0.0
0.3   0.1   0.3   1.8   1.6   1.6   0.6   0.2
  60.   *   0.3   0.4   1.2   1.1   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.5   1.6   1.4   0.7   0.3
  70.   *   0.3   0.4   1.0   0.9   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.4   1.2   0.8   0.3
  80.   *   0.3   0.4   0.9   1.0   0.8   0.0   0.0   0.0   0.0   0.1   0.1   0.1
0.1   0.0   0.1   1.1   1.3   1.3   0.6   0.4
  90.   *   0.3   0.4   0.8   0.9   0.7   0.0   0.0   0.1   0.1   0.1   0.1   0.1
0.2   0.1   0.1   1.0   1.3   1.3   0.6   0.4
 100.   *   0.3   0.4   0.9   1.0   0.8   0.1   0.1   0.1   0.1   0.1   0.2   0.1
0.2   0.2   0.2   1.0   1.1   1.2   0.8   0.5
 110.   *   0.3   0.4   0.9   1.1   0.8   0.1   0.1   0.1   0.1   0.2   0.2   0.2
0.2   0.2   0.3   1.0   1.2   1.1   0.7   0.5
 120.   *   0.4   0.5   1.0   1.1   0.8   0.1   0.1   0.2   0.2   0.2   0.3   0.2
0.2   0.2   0.3   1.1   1.2   1.2   0.6   0.5
 130.   *   0.6   0.7   1.0   1.2   0.8   0.1   0.2   0.2   0.2   0.3   0.4   0.2
0.2   0.3   0.3   1.0   1.2   1.2   0.6   0.4
 140.   *   0.5   0.9   1.2   1.2   0.9   0.2   0.2   0.2   0.2   0.3   0.5   0.3
0.3   0.2   0.2   1.0   1.0   1.3   0.7   0.4
 150.   *   0.5   0.7   1.2   1.2   0.9   0.2   0.2   0.4   0.3   0.3   0.3   0.2
0.2   0.2   0.2   1.0   1.0   1.2   0.6   0.6
 160.   *   0.6   0.9   1.3   1.3   1.1   0.2   0.3   0.3   0.2   0.4   0.3   0.3
0.2   0.2   0.2   0.9   1.0   1.3   0.6   0.4
 170.   *   0.4   0.8   1.3   1.3   1.1   0.2   0.2   0.3   0.2   0.3   0.3   0.3
0.2   0.2   0.1   1.0   1.0   1.4   0.4   0.4
 180.   *   0.5   0.8   1.3   1.4   1.2   0.2   0.2   0.4   0.2   0.3   0.3   0.2
0.2   0.1   0.1   1.3   1.1   1.3   0.6   0.5
 190.   *   0.4   0.8   1.6   1.4   1.2   0.2   0.2   0.3   0.2   0.3   0.3   0.2
0.1   0.2   0.3   1.5   1.3   1.5   0.6   0.4
 200.   *   0.5   0.7   1.5   1.5   1.7   0.1   0.3   0.5   0.1   0.2   0.2   0.1
0.3   0.3   0.5   1.8   1.6   1.5   0.5   0.5
 210.   *   0.4   0.7   1.6   1.6   1.7   0.6   0.7   1.0   0.3   0.2   0.2   0.3
0.8   0.8   1.2   2.2   1.7   1.4   0.6   0.4
 220.   *   0.0   0.4   1.1   1.1   1.1   0.9   1.0   1.3   0.6   0.5   0.5   0.6
1.0   1.0   1.5   1.8   1.3   1.0   0.3   0.1
 230.   *   0.0   0.1   0.5   0.3   0.3   0.8   0.9   1.1   0.5   0.6   0.6   0.6
0.9   0.9   1.2   0.7   0.4   0.3   0.0   0.0
 240.   *   0.0   0.1   0.3   0.2   0.1   0.8   0.8   1.1   0.3   0.3   0.3   0.3
0.9   0.7   0.9   0.3   0.1   0.1   0.0   0.0
 250.   *   0.0   0.0   0.3   0.1   0.0   0.7   0.9   1.0   0.4   0.3   0.3   0.3
0.9   0.6   0.8   0.1   0.0   0.0   0.0   0.0
 260.   *   0.0   0.0   0.3   0.0   0.0   0.7   0.9   1.0   0.5   0.3   0.2   0.3
0.9   0.5   0.8   0.1   0.0   0.0   0.0   0.0
 270.   *   0.0   0.0   0.2   0.0   0.0   0.5   0.8   0.9   0.6   0.3   0.2   0.4
0.9   0.5   0.7   0.1   0.0   0.0   0.0   0.0
 280.   *   0.0   0.0   0.2   0.0   0.0   0.5   0.8   0.8   0.4   0.2   0.2   0.4
0.8   0.5   0.6   0.0   0.0   0.0   0.0   0.0
 290.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.7   0.7   0.6   0.2   0.3   0.5
0.7   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 300.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.7   0.7   0.6   0.2   0.2   0.5
0.7   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 310.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.7   0.3   0.2   0.2   0.5
0.8   0.7   0.6   0.0   0.0   0.1   0.0   0.0
 320.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.6   0.3   0.2   0.2   0.5
0.7   0.8   0.6   0.0   0.0   0.2   0.0   0.0
 330.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.6   0.3   0.2   0.2   0.5
0.8   0.8   0.7   0.0   0.0   0.3   0.0   0.0
 340.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.6   0.6   0.4   0.2   0.2   0.4
0.9   0.8   0.7   0.0   0.0   0.3   0.0   0.0
```

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 350.  *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.8   0.4   0.2   0.2   0.4
0.8   1.0   0.7   0.1   0.0   0.3   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.7   0.8   0.4   0.3   0.3   0.4
0.9   1.0   1.0   0.1   0.1   0.3   0.1   0.0

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   0.6   0.9   1.6   1.6   1.7   0.9   1.0   1.3   0.6   0.6   0.6   0.6
1.0   1.1   1.5   2.2   1.7   1.6   0.8   0.6
 DEGR. *  130   140   210   210   210   220   220   220   220   230   230   220
10    10   220   210   210    50    70   150
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JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   0.8   0.9   1.0   0.6   0.4   0.6   0.7
1.1   1.0   0.9   0.1   0.1   0.2   0.1   0.2
  10.  *   0.1   0.1   0.1   0.1   0.1   0.6   0.9   1.0   0.6   0.3   0.5   0.8
0.9   1.0   0.9   0.1   0.1   0.3   0.2   0.2
  20.  *   0.1   0.1   0.0   0.0   0.0   0.6   0.8   1.0   0.5   0.2   0.4   0.6
0.9   1.2   1.0   0.1   0.1   0.4   0.2   0.1
  30.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   0.9   0.4   0.2   0.3   0.6
1.0   1.0   0.9   0.1   0.0   0.4   0.1   0.1
  40.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   0.9   0.3   0.1   0.3   0.5
1.1   1.1   1.1   0.0   0.0   0.4   0.1   0.0
  50.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   1.0   0.3   0.1   0.1   0.3
1.0   1.2   1.3   0.0   0.1   0.4   0.1   0.0
  60.  *   0.0   0.0   0.2   0.2   0.1   0.5   0.7   0.9   0.2   0.1   0.1   0.3
1.0   1.0   1.2   0.3   0.4   0.6   0.1   0.0
  70.  *   0.0   0.1   0.5   0.4   0.2   0.2   0.4   0.5   0.1   0.0   0.1   0.2
0.7   0.6   0.7   0.8   0.8   0.8   0.2   0.0
  80.  *   0.1   0.2   0.9   0.7   0.4   0.1   0.2   0.2   0.0   0.0   0.0   0.0
0.3   0.3   0.3   1.1   1.0   1.1   0.4   0.1
  90.  *   0.1   0.3   1.0   0.8   0.5   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.1   1.2   0.4   0.1
 100.  *   0.1   0.3   1.1   0.9   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.2   1.1   1.3   0.6   0.2
 110.  *   0.2   0.4   1.0   0.8   0.5   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   1.0   1.0   1.0   0.7   0.3
 120.  *   0.2   0.5   1.0   0.8   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   1.0   1.0   0.8   0.4
 130.  *   0.3   0.5   0.9   0.8   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.8   0.9   0.9   0.8   0.4
 140.  *   0.3   0.5   0.9   0.8   0.7   0.0   0.0   0.0   0.0   0.0   0.0   0.1
```

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0.1   0.0   0.0   0.8   0.9   0.8   0.7   0.6
 150.  *   0.3   0.5   0.9   0.8   0.8   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.9   0.8   0.7   0.5
 160.  *   0.4   0.5   0.9   0.9   0.8   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.4
 170.  *   0.5   0.7   0.8   0.9   0.8   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 180.  *   0.6   0.7   0.8   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 190.  *   0.4   0.8   0.9   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.8   0.9   0.5   0.3
 200.  *   0.4   0.8   1.0   1.0   0.9   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.5   0.3
 210.  *   0.4   0.7   1.1   1.0   0.9   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.4   0.2
 220.  *   0.6   0.8   1.3   1.2   1.1   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   1.0   1.2   1.0   0.8   0.5
 230.  *   0.6   0.9   1.5   1.4   1.5   0.1   0.2   0.3   0.1   0.0   0.1   0.2
0.2   0.3   0.3   1.2   1.3   1.4   0.7   0.6
 240.  *   0.4   0.7   1.3   1.2   1.3   0.5   0.5   0.5   0.2   0.2   0.2   0.2
0.5   0.5   0.5   1.1   1.3   1.2   0.5   0.3
 250.  *   0.2   0.5   1.0   0.9   0.9   0.8   0.7   0.9   0.3   0.2   0.1   0.3
0.8   0.8   0.7   0.7   0.8   0.7   0.3   0.2
 260.  *   0.2   0.2   0.7   0.5   0.4   1.2   1.1   1.3   0.4   0.1   0.2   0.3
1.0   0.9   0.7   0.5   0.5   0.4   0.2   0.2
 270.  *   0.1   0.2   0.5   0.2   0.1   1.3   1.2   1.4   0.5   0.3   0.3   0.5
1.3   0.9   0.9   0.2   0.1   0.1   0.1   0.2
 280.  *   0.2   0.2   0.5   0.1   0.1   1.2   1.1   1.2   0.7   0.5   0.3   0.6
1.1   0.9   0.7   0.2   0.1   0.1   0.1   0.2
 290.  *   0.2   0.2   0.5   0.1   0.1   1.0   1.1   1.0   0.7   0.5   0.3   0.5
1.1   1.0   0.7   0.1   0.1   0.1   0.1   0.2
 300.  *   0.2   0.2   0.4   0.1   0.1   1.0   1.2   1.0   0.7   0.5   0.4   0.6
1.1   1.0   0.7   0.2   0.1   0.1   0.1   0.2
 310.  *   0.2   0.2   0.3   0.1   0.1   0.9   1.0   0.9   0.7   0.5   0.4   0.6
1.0   0.9   0.8   0.1   0.1   0.1   0.2   0.2
 320.  *   0.2   0.1   0.2   0.1   0.1   0.9   1.0   1.1   0.7   0.6   0.4   0.7
1.0   0.9   0.9   0.1   0.1   0.1   0.1   0.2
 330.  *   0.1   0.1   0.2   0.1   0.1   0.9   1.0   1.1   0.6   0.5   0.4   0.7
1.0   1.0   0.9   0.1   0.1   0.1   0.1   0.2
 340.  *   0.1   0.1   0.1   0.1   0.1   0.9   1.0   1.0   0.6   0.4   0.5   0.6
1.1   1.1   1.0   0.1   0.1   0.1   0.1   0.2
 350.  *   0.1   0.1   0.1   0.1   0.1   0.9   0.9   1.0   0.6   0.4   0.5   0.6
1.2   1.0   0.9   0.1   0.1   0.2   0.1   0.1
 360.  *   0.1   0.1   0.1   0.1   0.1   0.8   0.9   1.0   0.6   0.4   0.6   0.7
1.1   1.0   0.9   0.1   0.1   0.2   0.1   0.2

------*-------------------------------------------------------------------------
------------------------------------------
 MAX   *   0.6   0.9   1.5   1.4   1.5   1.3   1.2   1.4   0.7   0.6   0.6   0.8
1.3   1.2   1.3   1.2   1.3   1.4   0.8   0.6
 DEGR. *  180   230   230   230   230   270   270   270   280   320     0    10
270    20    50   230   240   230   120   140

 THE HIGHEST CONCENTRATION OF    2.20 PPM OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 16: 0: 0

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	192.	100.0	1.0	20.0	1.51	102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	192.	100.0	1.0	20.0	1.46	93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	68.	100.0	1.0	10.0	1.01	17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	137.	100.0	1.0	20.0	0.47	4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19	1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51	4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	177.	100.0	1.0	20.0	1.34	88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56	3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32	2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	177.	100.0	1.0	20.0	0.56	4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32	84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17	0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	84.	100.0	1.0	10.0	1.12	44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	93.	100.0	1.0	20.0	0.10	0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	99.	100.0	1.0	10.0	1.94	160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10	0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37	3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	70.	100.0	1.0	20.0	0.50	3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.								

160. AG 96. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 70. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3355.5 3815.6 * 37.
337. AG 192. 100.0 1.0 20.0 0.30 1.9
22. Boyl/Jersey WB * 4012.7 3973.4 6673.2 4895.4 * 2816.
71. AG 195. 100.0 1.0 20.0 1.80 143.0
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 45. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -316.5 2148.3 * 4628.
247. AG 45. 100.0 1.0 10.0 1.44 235.1
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 71. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 700. 8.9 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2130. 8.9 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1445. 8.9 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 8.9 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 9.2 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2625. 8.9 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1495. 9.2 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1340. 8.9 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2390. 8.9 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 8.9 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1405. 8.9 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 8.9 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1175. 8.9 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2465. 8.9 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 9.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2490. 8.9 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 295. 9.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2574. 8.9 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 9.0 1.0 42.0
♀

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 16: 0: 0

LINK VARIABLES

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

		X1	Y1	X2	Y2		(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	3982.1	3952.7	3736.2	3865.7		261.	251.	AG	2487.	8.9	1.0 90.0
46.	Boyl/Jersey N	3982.1	3952.7	3922.5	4118.6		176.	340.	AG	119.	9.0	1.0 42.0

♀

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 16: 0: 0

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	90	66	3.0	1020	1600	48.73	1	3
2. Fen/Brook NB TTR	90	66	3.0	985	1600	48.73	1	3
3. Fen/Brook EB L	90	47	3.0	680	1600	48.73	1	3
4. Fen/Brook EB LTT	90	47	3.0	640	1600	48.73	1	3
5. Fen/Brook R	90	47	3.0	125	1600	48.73	1	3
6. Park/Brook SB TTR	90	56	3.0	790	1600	48.73	1	3
7. Park/Brook WB LLR	90	61	3.0	1140	1600	48.73	1	3
8. Park/Brook NWB LTTT	90	63	3.0	655	1600	48.73	1	3
9. Park/Brook NWB R	90	63	3.0	125	1600	48.73	1	3
10. Park/Brook NEB LTT	90	61	3.0	480	1600	48.73	1	3
11. Park/Brook NEB RR	90	61	3.0	1125	1600	48.73	1	3
12. Full/Brook SB L	90	68	3.0	50	1600	48.73	1	3
13. Full/Brook SB TR	90	58	3.0	540	1600	48.73	1	3
14. Full/Brook WB LTR	90	32	3.0	195	1600	48.73	1	3
15. Full/Brook NB LTR	90	68	3.0	585	1600	48.73	1	3
16. Full/Brook EB L	90	22	3.0	115	1600	48.73	1	3
17. Full/Brook EB TR	90	32	3.0	350	1600	48.73	1	3
18. Kil/Boyl WB LTTR	90	24	3.0	1090	1600			

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48.73      1        3
      19. Kil/Boyl NB LTR     *      90       66       3.0        80       1600
48.73      1        3
      20. Kil/Boyl EB LTTR    *      90       24       3.0      1350       1600
48.73      1        3
      21. Kil/Boyl SB LTR     *      90       66       3.0       205       1600
48.73      1        3
      22. Boyl/Jersey WB      *      87       65       3.0      1125       1600
48.73      1        3
      23. Boyl/Jersey EB L    *      87       30       3.0        27       1600
48.73      1        3
      24. Boyl/Jersey EB TTR  *      87       30       3.0      1381       1600
48.73      1        3
      25. Boyl/Jersey NB LTR  *      87       47       3.0       193       1600
48.73      1        3
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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

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   0.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.5   0.8
0.9   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  10.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.2   1.2   0.7   0.4   0.5   0.8
1.0   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  20.  *   0.0   0.0   0.0   0.0   0.0   1.3   1.3   1.3   0.7   0.4   0.5   0.9
1.1   1.0   1.0   0.0   0.0   0.0   0.0   0.0
  30.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.3   1.3   0.7   0.3   0.4   0.8
1.4   1.1   1.1   0.0   0.0   0.0   0.0   0.0
  40.  *   0.0   0.0   0.0   0.0   0.0   1.3   1.4   1.5   0.6   0.4   0.4   0.8
1.5   1.4   1.3   0.0   0.0   0.0   0.0   0.0
  50.  *   0.0   0.0   0.1   0.0   0.0   1.2   1.4   1.5   0.5   0.3   0.3   0.7
1.6   1.4   1.5   0.0   0.0   0.0   0.0   0.0
  60.  *   0.0   0.0   0.2   0.2   0.2   1.0   1.2   1.4   0.4   0.2   0.2   0.5
1.5   1.5   1.6   0.3   0.3   0.3   0.0   0.0
  70.  *   0.1   0.2   0.8   0.8   0.6   0.7   0.8   0.8   0.2   0.1   0.1   0.3
1.1   1.1   1.1   0.9   0.9   0.8   0.2   0.1
  80.  *   0.2   0.4   1.3   1.2   0.9   0.3   0.3   0.3   0.0   0.0   0.0   0.1
0.5   0.4   0.4   1.3   1.3   1.3   0.5   0.2
  90.  *   0.2   0.5   1.5   1.4   1.1   0.0   0.0   0.1   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.3   1.3   1.4   0.6   0.3
 100.  *   0.4   0.6   1.4   1.3   1.2   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.0   1.2   1.3   0.7   0.4
 110.  *   0.5   0.7   1.3   1.3   1.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.9   0.9   1.2   0.7   0.5
 120.  *   0.4   0.7   1.3   1.3   1.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   0.9   1.0   0.7   0.4
 130.  *   0.4   0.7   1.2   1.2   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.8   0.9   0.6   0.4
 140.  *   0.4   0.7   1.0   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.7   0.7   0.9   0.6   0.4
 150.  *   0.4   0.6   0.9   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.9   0.5   0.3
 160.  *   0.5   0.7   0.9   1.1   1.1   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.7   0.6   0.4
 170.  *   0.3   0.5   1.0   1.0   1.0   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.7   0.5   0.3
 180.  *   0.3   0.5   0.9   1.0   1.0   0.0   0.0   0.2   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.7   0.5   0.3
 190.  *   0.3   0.5   0.9   1.0   1.1   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.8   0.5   0.3
 200.  *   0.3   0.5   0.9   1.3   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.9   1.0   0.5   0.3
 210.  *   0.3   0.5   1.0   1.2   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   1.0   1.0   0.5   0.2
 220.  *   0.3   0.5   1.0   1.2   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.3
 230.  *   0.2   0.5   1.1   1.2   1.4   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.1   0.0   0.0   0.8   1.0   1.1   0.4   0.3
 240.  *   0.1   0.5   1.1   1.2   1.4   0.3   0.3   0.5   0.1   0.0   0.0   0.0
0.3   0.4   0.4   0.9   1.0   1.1   0.4   0.1
 250.  *   0.1   0.2   0.6   0.8   0.9   1.0   0.9   1.1   0.2   0.0   0.0   0.2
0.9   0.8   0.8   0.6   0.7   0.8   0.2   0.1
 260.  *   0.1   0.1   0.3   0.4   0.4   1.5   1.4   1.6   0.7   0.2   0.2   0.5
1.4   1.2   1.1   0.3   0.3   0.3   0.1   0.1
 270.  *   0.1   0.1   0.1   0.1   0.1   1.6   1.3   1.6   0.8   0.3   0.4   0.6
1.4   1.3   1.1   0.1   0.1   0.2   0.1   0.1
 280.  *   0.1   0.1   0.1   0.1   0.1   1.4   1.3   1.4   0.7   0.4   0.5   0.5
1.2   1.2   1.0   0.1   0.1   0.1   0.1   0.1
 290.  *   0.1   0.1   0.1   0.1   0.1   1.3   1.4   1.2   0.7   0.3   0.2   0.6
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 300.  *   0.1   0.1   0.1   0.1   0.1   1.3   1.4   1.3   0.8   0.4   0.3   0.6
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 310.  *   0.1   0.1   0.1   0.1   0.1   1.2   1.2   1.1   0.7   0.4   0.3   0.6
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1.0   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 320.  *   0.1   0.1   0.1   0.1   0.0   1.1   1.1   0.9   0.7   0.5   0.3   0.6
1.0   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 330.  *   0.1   0.1   0.1   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.3   0.5
0.9   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 340.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.2   1.0   0.6   0.4   0.5   0.5
0.8   1.1   1.1   0.1   0.1   0.0   0.1   0.1
 350.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.6   0.4   0.4   0.7
0.9   0.9   0.9   0.1   0.0   0.0   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.5   0.8
0.9   0.9   0.9   0.0   0.0   0.0   0.0   0.0

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   0.5   0.7   1.5   1.4   1.4   1.6   1.4   1.6   0.8   0.5   0.5   0.9
1.6   1.5   1.6   1.3   1.3   1.4   0.7   0.5
 DEGR. *  110   110    90    90   230   270    40   260   270   320     0    20
50    60    60    80    80    90   100   110

 THE HIGHEST CONCENTRATION OF    1.60 PPM OCCURRED AT RECEPTOR REC13.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:34: 6

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

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160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG      0. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017NB


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1020       1600
 0.07      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       985       1600
 0.07      1        3
       3. Fen/Brook EB L      *      90       47       3.0       680       1600
 0.07      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       640       1600
 0.07      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.07      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       790       1600
 0.07      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1140       1600
 0.07      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.07      1        3
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9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.07	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600
0.07	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.07	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.07	1	3				
13. Full/Brook SB TR	*	90	58	3.0	540	1600
0.07	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	195	1600
0.07	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	585	1600
0.07	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.07	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.07	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600
0.07	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.07	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.07	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	1.	5.	6.	6.	4.	3.	4.	4.	5.	5.	5.	0.	1.	2.	1.	0.
10.	0.	0.	0.	1.	1.	5.	6.	7.	4.	2.	4.	4.	6.	6.	6.	1.	1.	2.	1.	0.
20.	0.	0.	1.	1.	1.	5.	6.	7.	5.	2.	3.	5.	7.	7.	7.	1.	2.	3.	1.	1.
30.	0.	0.	2.	2.	2.	5.	6.	7.	4.	2.	2.	4.	8.	8.	8.	2.	3.	4.	2.	1.
40.	0.	1.	4.	4.	4.	4.	4.	5.	3.	2.	2.	3.	8.	7.	7.	4.	5.	6.	2.	2.
50.	1.	2.	6.	5.	5.	4.	3.	3.	2.	1.	2.	2.	7.	5.	5.	6.	6.	8.	4.	2.
60.	2.	3.	7.	6.	6.	3.	2.	2.	2.	0.	1.	2.	6.	4.	4.	5.	5.	7.	3.	2.

```
5.    3.    3.    6.    6.    8.    5.    3.
  70.  *    2.    4.    7.    7.    7.    3.    2.    1.    1.    0.    1.    1.
3.    2.    1.    4.    5.    7.    6.    4.
  80.  *    3.    4.    7.    6.    6.    2.    1.    1.    0.    0.    0.    1.
2.    2.    1.    3.    4.    5.    6.    4.
  90.  *    3.    4.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    4.    5.    4.
 100.  *    2.    4.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    4.    4.    4.
 110.  *    2.    3.    5.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    4.    4.
 120.  *    2.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    3.    3.
 130.  *    3.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 140.  *    3.    3.    4.    5.    4.    0.    0.    0.    0.    0.    0.    1.
1.    1.    0.    3.    3.    3.    2.    2.
 150.  *    3.    4.    4.    5.    4.    0.    0.    1.    0.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    2.
 160.  *    3.    4.    4.    5.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 170.  *    3.    4.    4.    6.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 180.  *    3.    4.    4.    6.    6.    0.    1.    1.    1.    0.    0.    0.
2.    1.    1.    3.    3.    3.    2.    1.
 190.  *    2.    4.    5.    6.    6.    1.    1.    1.    1.    0.    0.    0.
2.    2.    1.    2.    3.    4.    1.    1.
 200.  *    2.    3.    5.    6.    6.    1.    1.    1.    2.    0.    0.    0.
3.    2.    2.    2.    3.    4.    1.    1.
 210.  *    2.    2.    5.    5.    6.    2.    2.    2.    2.    1.    0.    1.
4.    4.    3.    2.    2.    3.    1.    0.
 220.  *    1.    2.    4.    4.    4.    4.    3.    3.    3.    1.    1.    1.
6.    5.    4.    1.    1.    1.    0.    0.
 230.  *    1.    2.    3.    2.    2.    5.    4.    4.    3.    2.    1.    1.
6.    5.    4.    0.    0.    0.    0.    0.
 240.  *    1.    1.    2.    1.    1.    6.    5.    4.    3.    1.    1.    2.
5.    5.    4.    0.    0.    0.    0.    0.
 250.  *    0.    1.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 260.  *    0.    2.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 270.  *    0.    2.    2.    1.    0.    6.    5.    4.    3.    2.    1.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 280.  *    0.    2.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
3.    3.    4.    0.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
2.    3.    4.    0.    0.    0.    0.    0.
 300.  *    0.    1.    2.    0.    0.    4.    6.    5.    3.    2.    1.    2.
2.    3.    4.    0.    0.    0.    0.    0.
 310.  *    0.    1.    1.    0.    0.    4.    6.    5.    3.    3.    2.    2.
3.    3.    4.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    3.    2.    2.
3.    3.    4.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 340.  *    0.    0.    0.    0.    1.    4.    6.    5.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    1.    4.    6.    5.    4.    2.    3.    3.
4.    5.    4.    0.    1.    2.    1.    0.
 360.  *    0.    0.    0.    0.    1.    5.    6.    6.    4.    3.    4.    4.
5.    5.    5.    0.    1.    2.    1.    0.
```

```
-----------------------------------------
 MAX   *    3.    4.    7.    7.    7.    6.    6.    7.    5.    3.    4.    5.
8.    8.    8.    6.    6.    8.    6.    4.
 DEGR. *  160   170    70    70    70   250    20    20    20     0     0    20
30    30    30    50    60    60    70    80
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (ug/m**3)
 (DEGR)* 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.    3.    3.    4.    3.    2.    5.    5.
5.    6.    6.    0.    1.    2.    1.    0.
  10.  *    0.    0.    0.    0.    0.    3.    3.    4.    2.    2.    4.    5.
6.    5.    6.    1.    1.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    3.    4.    4.    2.    1.    4.    5.
6.    5.    7.    1.    1.    2.    1.    1.
  30.  *    0.    0.    1.    1.    1.    3.    4.    5.    2.    1.    3.    5.
5.    5.    6.    2.    2.    2.    1.    1.
  40.  *    0.    0.    3.    2.    2.    3.    3.    5.    2.    1.    3.    4.
5.    4.    4.    4.    4.    3.    2.    1.
  50.  *    0.    1.    4.    3.    2.    3.    3.    5.    2.    1.    2.    4.
5.    3.    3.    6.    5.    5.    2.    2.
  60.  *    0.    1.    4.    3.    2.    3.    3.    4.    1.    1.    2.    4.
4.    3.    2.    8.    6.    6.    3.    2.
  70.  *    1.    2.    5.    4.    2.    2.    2.    3.    1.    0.    2.    3.
3.    2.    2.    8.    7.    7.    4.    2.
  80.  *    1.    2.    5.    4.    3.    1.    1.    2.    0.    0.    2.    2.
3.    2.    1.    7.    6.    7.    4.    3.
  90.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    2.    1.    7.    5.    7.    5.    4.
 100.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    6.    4.    4.
 110.  *    2.    3.    4.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    5.    4.    4.
 120.  *    2.    3.    4.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    0.    0.    6.    5.    5.    4.    4.
 130.  *    3.    3.    5.    5.    3.    0.    0.    1.    0.    0.    0.    1.
3.    0.    0.    6.    5.    5.    4.    3.
 140.  *    3.    4.    6.    5.    3.    0.    0.    1.    0.    0.    0.    1.
2.    0.    0.    5.    5.    4.    3.    3.
 150.  *    4.    4.    6.    5.    4.    0.    0.    2.    1.    0.    0.    0.
1.    0.    0.    5.    5.    4.    3.    2.
 160.  *    4.    4.    6.    5.    4.    0.    0.    3.    2.    1.    0.    0.
0.    0.    0.    5.    5.    4.    3.    2.
 170.  *    4.    4.    6.    6.    5.    0.    0.    4.    2.    1.    0.    0.
```

```
0.    1.    0.    5.    6.    5.    3.    2.
 180.  *    4.    4.    7.    6.    5.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    5.    3.    2.
 190.  *    3.    4.    7.    6.    6.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    6.    3.    2.
 200.  *    3.    4.    7.    6.    6.    1.    1.    4.    2.    2.    0.    0.
1.    1.    1.    5.    6.    6.    2.    2.
 210.  *    2.    3.    7.    6.    6.    1.    2.    4.    3.    2.    0.    1.
2.    2.    2.    5.    6.    5.    2.    1.
 220.  *    2.    2.    5.    4.    4.    2.    3.    5.    3.    2.    1.    1.
4.    4.    3.    4.    4.    3.    1.    0.
 230.  *    1.    2.    3.    2.    2.    3.    4.    6.    4.    3.    1.    2.
6.    5.    4.    2.    2.    2.    0.    0.
 240.  *    1.    1.    2.    1.    1.    4.    4.    6.    5.    3.    1.    3.
6.    6.    4.    2.    1.    1.    0.    0.
 250.  *    1.    1.    2.    1.    0.    4.    4.    6.    6.    3.    1.    3.
6.    6.    4.    2.    1.    0.    0.    0.
 260.  *    0.    1.    2.    1.    0.    4.    5.    5.    5.    4.    2.    3.
6.    6.    4.    1.    1.    0.    0.    0.
 270.  *    0.    1.    2.    1.    0.    5.    5.    5.    5.    4.    2.    4.
5.    6.    4.    1.    1.    0.    0.    0.
 280.  *    0.    1.    2.    0.    0.    4.    4.    5.    5.    4.    2.    4.
4.    6.    4.    1.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    4.    4.    5.    5.    4.    2.    4.
3.    6.    5.    1.    0.    0.    0.    0.
 300.  *    0.    1.    1.    0.    0.    4.    4.    5.    4.    5.    2.    3.
4.    6.    5.    0.    0.    0.    0.    0.
 310.  *    0.    0.    1.    0.    0.    4.    4.    5.    4.    4.    2.    3.
4.    5.    6.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    4.    4.    4.    3.    3.    3.
4.    5.    5.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    3.    4.    4.
4.    5.    5.    0.    0.    1.    1.    0.
 340.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    5.    4.
4.    5.    5.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    5.    5.
5.    5.    6.    0.    1.    2.    1.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    4.    3.    2.    5.    5.
5.    6.    6.    0.    1.    2.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    4.    4.    7.    6.    6.    5.    5.    6.    6.    5.    5.    5.
6.    6.    7.    8.    7.    7.    5.    4.
 DEGR. *  170   190   200   200   200   270   260   240   250   300   350     0
250   260    20    70    70    80    90   100
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	1.	1.	2.	1.	0.
10.	*	1.	1.	2.	1.	1.
20.	*	1.	1.	2.	1.	1.
30.	*	1.	1.	2.	1.	1.
40.	*	1.	1.	1.	1.	0.
50.	*	1.	1.	1.	0.	0.
60.	*	0.	1.	1.	1.	1.
70.	*	1.	1.	2.	2.	2.
80.	*	1.	2.	4.	3.	2.
90.	*	2.	2.	4.	3.	2.
100.	*	1.	2.	4.	3.	2.
110.	*	1.	2.	3.	3.	2.
120.	*	1.	2.	3.	3.	2.
130.	*	1.	2.	3.	3.	2.
140.	*	2.	2.	3.	2.	2.
150.	*	2.	2.	3.	3.	3.
160.	*	2.	2.	3.	3.	3.
170.	*	2.	2.	3.	3.	3.
180.	*	2.	2.	4.	3.	3.
190.	*	2.	3.	4.	3.	3.
200.	*	3.	3.	5.	4.	3.
210.	*	4.	5.	6.	5.	4.
220.	*	5.	6.	7.	6.	5.
230.	*	4.	5.	7.	7.	6.
240.	*	3.	4.	6.	6.	6.
250.	*	2.	3.	4.	4.	4.
260.	*	2.	3.	4.	3.	3.
270.	*	1.	2.	3.	3.	2.
280.	*	1.	2.	3.	2.	1.
290.	*	1.	2.	3.	2.	1.
300.	*	0.	2.	3.	2.	1.
310.	*	0.	2.	2.	2.	1.
320.	*	0.	2.	2.	1.	1.
330.	*	0.	2.	2.	1.	0.
340.	*	0.	1.	2.	1.	0.
350.	*	1.	1.	2.	1.	0.
360.	*	1.	1.	2.	1.	0.
MAX	*	5.	6.	7.	7.	6.
DEGR.	*	220	220	220	230	230

THE HIGHEST CONCENTRATION OF 8. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:46

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG      0. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017NB


      DATE :  2/13/12
      TIME : 10:33:46

       1. Fen/Brook SB LTT    *      90       66       3.0      1020       1600
 0.07      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       985       1600
 0.07      1        3
       3. Fen/Brook EB L      *      90       47       3.0       680       1600
 0.07      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       640       1600
 0.07      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.07      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       790       1600
 0.07      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1140       1600
 0.07      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.07      1        3
```

9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.07	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600
0.07	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.07	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.07	1	3				
13. Full/Brook SB TR	*	90	58	3.0	540	1600
0.07	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	195	1600
0.07	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	585	1600
0.07	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.07	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.07	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600
0.07	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.07	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.07	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

DATE : 2/13/12
TIME : 10:33:46

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	
10.	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	
20.	0.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	1.	3.	3.	3.	1.	1.	1.	0.	0.
30.	0.	0.	1.	1.	1.	1.	1.	2.	0.	0.	0.	0.	2.	2.	3.	2.	2.	2.	1.	0.
40.	0.	0.	2.	2.	2.	0.	1.	1.	0.	0.	0.	0.	1.	1.	2.	4.	3.	3.	1.	0.
50.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	4.	4.	4.	1.	0.
60.	0.	1.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	4.	2.	0.
70.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	3.	2.	0.
80.	0.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.

```
  90.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 100.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    3.    3.    2.    1.
 110.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    1.    0.
1.    1.    1.    2.    3.    3.    2.    1.
 120.  *    1.    2.    2.    2.    1.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    1.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 140.  *    2.    2.    3.    3.    2.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    2.    1.
 150.  *    2.    2.    3.    3.    2.    0.    1.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    1.    1.
 160.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
1.    1.    0.    2.    2.    3.    1.    1.
 170.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
0.    0.    0.    2.    2.    3.    1.    1.
 180.  *    1.    2.    4.    3.    3.    0.    0.    1.    1.    1.    1.    1.
0.    0.    0.    2.    2.    3.    1.    1.
 190.  *    1.    2.    4.    3.    3.    0.    0.    1.    0.    1.    1.    0.
0.    0.    1.    3.    2.    3.    1.    1.
 200.  *    1.    2.    4.    4.    4.    1.    1.    2.    1.    1.    1.    1.
1.    1.    2.    4.    3.    4.    2.    2.
 210.  *    1.    2.    4.    4.    4.    2.    2.    3.    1.    1.    1.    1.
2.    2.    3.    5.    4.    4.    2.    1.
 220.  *    1.    2.    3.    3.    3.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    4.    3.    3.    1.    1.
 230.  *    0.    0.    2.    1.    1.    3.    3.    4.    2.    2.    2.    2.
3.    2.    3.    2.    2.    1.    0.    0.
 240.  *    0.    0.    1.    0.    0.    2.    3.    3.    1.    1.    2.    1.
2.    1.    2.    1.    0.    0.    0.    0.
 250.  *    0.    0.    1.    0.    0.    2.    2.    3.    1.    1.    1.    1.
2.    1.    2.    0.    0.    0.    0.    0.
 260.  *    0.    0.    1.    0.    0.    2.    2.    3.    1.    0.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    1.    0.    0.    1.    2.    2.    1.    0.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    1.    0.    0.    1.    2.    3.    2.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    1.    2.    2.    2.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    2.
2.    2.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    1.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    2.
3.    2.    1.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    1.    1.
3.    2.    1.    0.    0.    1.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    0.    1.
2.    3.    2.    0.    0.    1.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    0.    1.
3.    3.    2.    0.    0.    1.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    2.    2.    4.    4.    4.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    5.    4.    4.    2.    2.
 DEGR. *  140   150   200   200   210   220   230   220   220   230   230   230
220    10   220   210    50   210    90   200
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♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
10.	*	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
20.	*	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	1.	3.	4.	4.	0.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	1.	2.	3.	0.	0.	0.	1.	3.	4.	4.	0.	0.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	1.	3.	3.	3.	1.	1.	1.	0.	0.
70.	*	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	0.	0.
80.	*	0.	0.	2.	2.	1.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	3.	3.	3.	1.	0.
90.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	4.	1.	0.
100.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	3.	3.	2.	1.
110.	*	0.	1.	3.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
120.	*	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
130.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
140.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
150.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.
160.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
170.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
180.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.
190.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.

```
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 210.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 220.  *    2.    2.    4.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    4.    2.    1.
 230.  *    2.    2.    5.    4.    4.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    3.    4.    4.    2.    2.
 240.  *    2.    2.    4.    4.    4.    2.    2.    2.    1.    1.    0.    1.
2.    1.    2.    3.    4.    4.    2.    2.
 250.  *    1.    1.    3.    3.    3.    3.    3.    4.    1.    1.    1.    1.
3.    3.    2.    2.    3.    3.    1.    1.
 260.  *    0.    1.    2.    2.    2.    4.    4.    4.    2.    2.    2.    2.
4.    3.    3.    1.    1.    1.    1.    0.
 270.  *    0.    1.    1.    1.    1.    4.    4.    4.    2.    2.    1.    2.
4.    3.    3.    1.    1.    1.    0.    0.
 280.  *    0.    1.    1.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    3.    2.    0.    0.    0.    0.    0.
 290.  *    1.    1.    1.    0.    0.    4.    4.    4.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    0.
 300.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    1.
 310.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    1.    1.
 320.  *    0.    1.    1.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    2.    0.    0.    1.    1.    1.
 330.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    2.    2.    2.
3.    3.    3.    0.    1.    0.    1.    1.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
3.    3.    3.    1.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    1.    2.
3.    3.    3.    1.    0.    1.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    1.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    2.    5.    4.    4.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  230   230   230   230   240   270   260   260   320   260   260     0
280    50    50   100   240   240   120   230

 THE HIGHEST CONCENTRATION OF      5. ug/m**3 OCCURRED AT RECEPTOR REC23.
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:53

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 0. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 0. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3355.5 3815.6 * 37.
337. AG 0. 100.0 1.0 20.0 0.30 1.9
22. Boyl/Jersey WB * 4012.7 3973.4 6673.2 4895.4 * 2816.
71. AG 0. 100.0 1.0 20.0 1.80 143.0
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -316.5 2148.3 * 4628.
247. AG 0. 100.0 1.0 10.0 1.44 235.1
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 0. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 700. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2130. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1445. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2625. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1495. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1340. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2390. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1405. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1175. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2465. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2490. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 295. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2574. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 0.0 1.0 42.0
♀

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:53

LINK VARIABLES

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

				X1	Y1	X2	Y2		
(DEG)	(G/MI)	(FT)	(FT)		(VEH)				
45. Boyl/Jersey W			*	3982.1	3952.7	3736.2	3865.7	*	261.
251. AG	2487.	0.0	1.0	90.0					
46. Boyl/Jersey N			*	3982.1	3952.7	3922.5	4118.6	*	176.
340. AG	119.	0.0	1.0	42.0					

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:53

1. Fen/Brook SB LTT	*	90	66	3.0	1020	1600		
0.07	1	3						
2. Fen/Brook NB TTR	*	90	66	3.0	985	1600		
0.07	1	3						
3. Fen/Brook EB L	*	90	47	3.0	680	1600		
0.07	1	3						
4. Fen/Brook EB LTT	*	90	47	3.0	640	1600		
0.07	1	3						
5. Fen/Brook R	*	90	47	3.0	125	1600		
0.07	1	3						
6. Park/Brook SB TTR	*	90	56	3.0	790	1600		
0.07	1	3						
7. Park/Brook WB LLR	*	90	61	3.0	1140	1600		
0.07	1	3						
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600		
0.07	1	3						
9. Park/Brook NWB R	*	90	63	3.0	125	1600		
0.07	1	3						
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600		
0.07	1	3						
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600		
0.07	1	3						
12. Full/Brook SB L	*	90	68	3.0	50	1600		
0.07	1	3						
13. Full/Brook SB TR	*	90	58	3.0	540	1600		
0.07	1	3						
14. Full/Brook WB LTR	*	90	32	3.0	195	1600		
0.07	1	3						
15. Full/Brook NB LTR	*	90	68	3.0	585	1600		
0.07	1	3						
16. Full/Brook EB L	*	90	22	3.0	115	1600		
0.07	1	3						
17. Full/Brook EB TR	*	90	32	3.0	350	1600		
0.07	1	3						
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600		
0.07	1	3						
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600		
0.07	1	3						
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600		
0.07	1	3						
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600		
0.07	1	3						
22. Boyl/Jersey WB	*	87	65	3.0	1125	1600		
0.07	1	3						
23. Boyl/Jersey EB L	*	87	30	3.0	27	1600		
0.07	1	3						

24. Boyl/Jersey EB TTR * 87 30 3.0 1381 1600
0.07 1 3
25. Boyl/Jersey NB LTR * 87 47 3.0 193 1600
0.07 1 3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	3.	3.	3.	2.	1.	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	3.	4.	4.	2.	1.	1.	2.	4.	3.	3.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	3.	4.	4.	2.	1.	1.	2.	4.	4.	4.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	3.	4.	4.	1.	0.	1.	2.								

```
4.    4.    4.    0.    0.    0.    0.    0.
  60.  *    0.    0.    1.    1.    0.    2.    3.    3.    1.    0.    0.    1.
4.    4.    4.    1.    1.    1.    0.    0.
  70.  *    0.    0.    2.    2.    1.    2.    2.    2.    0.    0.    0.    1.
3.    3.    3.    2.    2.    2.    0.    0.
  80.  *    0.    1.    3.    3.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    4.    4.    4.    1.    0.
  90.  *    0.    1.    4.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    4.    4.    4.    2.    1.
 100.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    4.    4.    4.    2.    1.
 110.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 120.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 140.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 150.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 160.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 170.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 180.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    2.    1.
 190.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    2.    1.
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 210.  *    1.    2.    3.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 220.  *    1.    2.    3.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 230.  *    1.    2.    4.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    4.    2.    1.
 240.  *    1.    2.    4.    4.    4.    2.    2.    2.    0.    0.    0.    0.
2.    1.    2.    4.    4.    4.    2.    2.
 250.  *    0.    1.    3.    3.    3.    3.    3.    3.    1.    1.    1.    1.
3.    3.    3.    3.    3.    3.    1.    0.
 260.  *    0.    0.    1.    1.    1.    4.    4.    4.    2.    1.    1.    2.
4.    4.    3.    1.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    4.    3.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    3.    3.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    4.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    2.    2.    0.    0.    0.    0.    0.
```

```
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    2.    4.    4.    4.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  230   120    90   240   230   260   270   260   290   290   350    20
50    50    60    90    90    90   110   240

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC5 .
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:34:12

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG      0. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                    RUN: 2017NB


      DATE :  2/13/12
      TIME : 10:34:12

       1. Fen/Brook SB LTT    *      90       66       3.0      1020       1600
 0.04      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       985       1600
 0.04      1        3
       3. Fen/Brook EB L      *      90       47       3.0       680       1600
 0.04      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       640       1600
 0.04      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.04      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       790       1600
 0.04      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1140       1600
 0.04      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.04      1        3
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9. Park/Brook NWB R	*	90	63	3.0	125	1600	
0.04	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600	
0.04	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
0.04	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
0.04	1	3					
13. Full/Brook SB TR	*	90	58	3.0	540	1600	
0.04	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	195	1600	
0.04	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	585	1600	
0.04	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
0.04	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
0.04	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	
0.04	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
0.04	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
0.04	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600	
0.04	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:34:12

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	2.	2.	2.	2.	3.	0.	0.	1.	1.	0.
10.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	2.	2.	3.	3.	3.	0.	0.	1.	1.	0.
20.	0.	0.	0.	0.	1.	3.	3.	3.	2.	1.	2.	2.	4.	3.	3.	0.	1.	1.	1.	0.
30.	0.	0.	1.	1.	1.	2.	3.	3.	2.	1.	1.	2.	4.	4.	4.	1.	1.	2.	1.	1.
40.	0.	0.	2.	2.	2.	2.	2.	2.	2.	0.	1.	1.	4.	4.	3.	2.	2.	2.	1.	1.
50.	0.	1.	3.	3.	3.	2.	2.	2.	1.	1.	1.	1.	4.	3.	2.	3.	3.	4.	2.	1.
60.	1.	1.	4.	3.	3.	2.	1.	1.	1.	0.	0.	1.	3.	2.	2.	3.	3.	4.	3.	2.

```
3.    2.    1.    3.    3.    4.    2.    1.
  70.  *    1.    2.    4.    3.    4.    1.    1.    1.    0.    0.    0.    1.
2.    1.    1.    2.    2.    3.    3.    2.
  80.  *    1.    2.    4.    3.    3.    1.    1.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    3.    3.    2.
  90.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    2.    2.
 100.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    1.
1.    0.    0.    1.    2.    2.    2.    2.
 110.  *    1.    2.    2.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    2.    2.
 120.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    1.    2.
 130.  *    1.    1.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    1.    1.
 140.  *    1.    1.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    1.    1.    1.
 160.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 170.  *    2.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    2.    1.    0.
 180.  *    1.    2.    2.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    0.    0.    1.    2.    2.    1.    0.
 190.  *    1.    2.    2.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    1.    0.    1.    2.    2.    1.    0.
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    1.    1.    1.    2.    2.    0.    0.
 210.  *    1.    1.    2.    2.    3.    1.    1.    1.    1.    0.    0.    0.
2.    2.    2.    1.    1.    1.    0.    0.
 220.  *    1.    1.    2.    2.    2.    2.    2.    1.    1.    1.    0.    0.
3.    2.    2.    0.    1.    1.    0.    0.
 230.  *    0.    1.    1.    1.    1.    2.    2.    2.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 240.  *    0.    1.    1.    0.    0.    3.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 250.  *    0.    1.    1.    1.    0.    3.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    3.    2.    2.    2.    1.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    3.    3.    2.    1.    1.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    3.    3.    2.    1.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    3.    2.    1.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    3.    2.    2.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.

------*-------------------------------------------------------------------------
```

```
-------------------------------------------
 MAX   *    2.    2.    4.    3.    4.    3.    3.    3.    2.    1.    2.    2.
4.    4.    4.    3.    3.    4.    3.    2.
 DEGR. *  160   190    60    70    70   240    10    20     0   320    10    10
40    30    30    50    60    60    70    80
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (ug/m**3)
 (DEGR)* 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.    1.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  10.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    1.    1.    1.    0.
  30.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    0.    1.    3.
3.    2.    3.    1.    1.    1.    1.    0.
  40.  *    0.    0.    1.    1.    1.    1.    2.    2.    1.    0.    1.    2.
2.    2.    2.    2.    2.    2.    1.    1.
  50.  *    0.    0.    2.    1.    1.    2.    2.    2.    1.    0.    1.    2.
2.    2.    2.    3.    3.    2.    1.    1.
  60.  *    0.    0.    2.    2.    1.    1.    2.    2.    1.    0.    1.    2.
2.    2.    1.    4.    3.    3.    1.    1.
  70.  *    0.    1.    2.    2.    1.    1.    1.    2.    0.    0.    1.    2.
2.    1.    1.    4.    3.    4.    2.    1.
  80.  *    0.    1.    3.    2.    1.    0.    1.    1.    0.    0.    1.    1.
1.    1.    1.    4.    3.    4.    2.    2.
  90.  *    1.    1.    3.    2.    2.    0.    0.    0.    0.    0.    1.    1.
1.    1.    0.    3.    2.    3.    2.    2.
 100.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    1.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 110.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    2.    3.    2.    2.
 120.  *    1.    2.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    3.    3.    2.    2.
 130.  *    1.    2.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    3.    2.    3.    2.    2.
 140.  *    2.    2.    3.    2.    2.    0.    0.    1.    0.    0.    0.    0.
1.    0.    0.    3.    2.    2.    2.    1.
 150.  *    2.    2.    3.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    2.    1.    1.
 160.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    2.    3.    2.    1.    1.
 170.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
```

```
0.    0.    0.    2.    3.    2.    2.    1.
 180.  *    2.    2.    3.    3.    3.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 190.  *    2.    2.    4.    3.    3.    0.    0.    2.    1.    1.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 200.  *    1.    2.    4.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    0.    3.    3.    3.    1.    1.
 210.  *    1.    2.    3.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    1.    2.    3.    3.    1.    0.
 220.  *    1.    1.    2.    2.    2.    1.    2.    2.    2.    1.    0.    1.
2.    2.    1.    2.    2.    2.    0.    0.
 230.  *    1.    1.    1.    1.    1.    1.    2.    3.    2.    1.    0.    1.
3.    2.    2.    1.    1.    1.    0.    0.
 240.  *    0.    1.    1.    0.    0.    2.    2.    3.    2.    1.    1.    1.
3.    3.    2.    1.    1.    0.    0.    0.
 250.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    2.    2.    2.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
2.    3.    2.    1.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    3.    2.    2.    1.    1.
2.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    1.    1.
2.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    2.    1.
2.    2.    3.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    2.    2.    4.    3.    3.    2.    2.    3.    3.    2.    2.    3.
3.    3.    3.    4.    3.    4.    2.    2.
 DEGR. *  150   150   200   200   210   270   240   230   260   280   350     0
250   270    20    70   200    80    90   100
```

♀

JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	0.	1.	1.	0.	0.
10.	*	0.	0.	1.	0.	0.
20.	*	0.	1.	1.	0.	0.
30.	*	1.	1.	1.	0.	0.
40.	*	1.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.
60.	*	0.	0.	1.	0.	0.
70.	*	0.	0.	1.	1.	1.
80.	*	1.	1.	2.	1.	1.
90.	*	1.	1.	2.	2.	1.
100.	*	1.	1.	2.	2.	1.
110.	*	1.	1.	2.	1.	1.
120.	*	1.	1.	2.	1.	1.
130.	*	1.	1.	1.	1.	1.
140.	*	1.	1.	1.	1.	1.
150.	*	1.	1.	1.	1.	1.
160.	*	1.	1.	2.	1.	1.
170.	*	1.	1.	2.	1.	1.
180.	*	1.	1.	2.	1.	1.
190.	*	1.	2.	2.	2.	1.
200.	*	1.	2.	2.	2.	2.
210.	*	2.	2.	3.	3.	2.
220.	*	2.	3.	3.	3.	2.
230.	*	2.	3.	3.	3.	3.
240.	*	2.	2.	3.	3.	3.
250.	*	1.	2.	2.	2.	2.
260.	*	1.	2.	2.	2.	1.
270.	*	1.	1.	2.	1.	1.
280.	*	0.	1.	1.	1.	1.
290.	*	0.	1.	1.	1.	0.
300.	*	0.	1.	1.	1.	0.
310.	*	0.	1.	1.	1.	0.
320.	*	0.	1.	1.	1.	0.
330.	*	0.	1.	1.	1.	0.
340.	*	0.	1.	1.	1.	0.
350.	*	0.	1.	1.	0.	0.
360.	*	0.	1.	1.	0.	0.
MAX	*	2.	3.	3.	3.	3.
DEGR.	*	220	230	230	230	230

THE HIGHEST CONCENTRATION OF 4. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:39

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3355.5    3815.6 *      37.
337. AG      0. 100.0   1.0 20.0 0.30   1.9
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    700.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2130.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1445.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2625.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1495.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1340.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2390.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1405.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1175.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2465.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2490.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    295.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017NB


      DATE :  2/13/12
      TIME : 10:33:39

       1. Fen/Brook SB LTT    *      90       66       3.0      1020       1600
 0.04      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       985       1600
 0.04      1        3
       3. Fen/Brook EB L      *      90       47       3.0       680       1600
 0.04      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       640       1600
 0.04      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.04      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       790       1600
 0.04      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1140       1600
 0.04      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.04      1        3
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9. Park/Brook NWB R	*	90	63	3.0	125	1600	
0.04	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	480	1600	
0.04	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
0.04	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
0.04	1	3					
13. Full/Brook SB TR	*	90	58	3.0	540	1600	
0.04	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	195	1600	
0.04	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	585	1600	
0.04	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
0.04	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
0.04	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	
0.04	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
0.04	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
0.04	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	205	1600	
0.04	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

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JOB: The Point RUN: 2017NB

DATE : 2/13/12
TIME : 10:33:39

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

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JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	
10.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	
20.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
40.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	2.	2.	2.	0.	0.
50.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
60.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
70.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	0.
80.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	0.

```
  90.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    1.    1.    0.
 100.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 110.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 120.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    1.    1.    1.
 130.  *    1.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    1.    1.    2.    1.    1.
 140.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    0.    1.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 150.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 160.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 170.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 180.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    0.    0.
 190.  *    0.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    1.    2.    1.    1.
 200.  *    1.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    1.    2.    2.    2.    1.    1.
 210.  *    1.    1.    2.    2.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    2.    2.    2.    2.    1.    1.
 220.  *    0.    1.    1.    1.    2.    1.    2.    2.    1.    1.    1.    1.
1.    1.    2.    2.    2.    1.    0.    0.
 230.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    1.    2.    1.    0.    0.    0.    0.
 240.  *    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    1.    1.    2.    2.    2.    1.    2.    2.    1.    1.    1.    1.
1.    1.    2.    2.    2.    2.    1.    1.
 DEGR. *  140   210   210   200   210   220   220   220   220   230   230   220
220   220   220   210    50   210   110   200
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JOB: The Point RUN: 2017NB

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	2.	2.	0.	1.	1.	0.	0.
70.	*	0.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
80.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	0.	0.
90.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.
100.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.
110.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.
120.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.	0.
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.	0.
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
150.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	0.
170.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
180.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.
190.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	0.

```
 200.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 220.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 230.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 240.  *    0.    1.    2.    2.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
 250.  *    0.    0.    2.    2.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    1.    1.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    1.    1.    1.    0.    0.
 270.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    2.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  220   230   240   230   230   270   260   270   270   270     0   350
270    30    40    90   240   230   230   230

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:46

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3762.9	4908.2	*	2022.	38.	AG	0.	100.0	1.0	20.0	1.51 102.7
2. Fen/Brook NB TTR	*	2473.8	3217.8	1368.1	1754.7	*	1834.	217.	AG	0.	100.0	1.0	20.0	1.46 93.2
3. Fen/Brook EB L	*	2487.6	3319.0	2232.5	3561.1	*	352.	313.	AG	0.	100.0	1.0	10.0	1.01 17.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.8	3363.0	*	82.	313.	AG	0.	100.0	1.0	20.0	0.47 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.2	3631.1	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4410.6	4088.4	*	1742.	71.	AG	0.	100.0	1.0	20.0	1.34 88.5
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2599.2	3371.0	*	80.	219.	AG	0.	100.0	1.0	20.0	0.56 4.1
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3683.8	4839.8	*	882.	37.	AG	0.	100.0	1.0	10.0	1.12 44.8
14. Full/Brook WB LTR	*	3151.5	4053.3	3164.8	4042.8	*	17.	129.	AG	0.	100.0	1.0	20.0	0.10 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1467.3	1333.8	*	3167.	211.	AG	0.	100.0	1.0	10.0	1.94 160.9
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.0	3776.7	*	72.	71.	AG	0.	100.0	1.0	20.0	0.50 3.6
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 0. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 0. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3355.5 3815.6 * 37.
337. AG 0. 100.0 1.0 20.0 0.30 1.9
22. Boyl/Jersey WB * 4012.7 3973.4 6673.2 4895.4 * 2816.
71. AG 0. 100.0 1.0 20.0 1.80 143.0
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -316.5 2148.3 * 4628.
247. AG 0. 100.0 1.0 10.0 1.44 235.1
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 0. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 700. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2130. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1445. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2625. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1495. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1340. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2390. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1405. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1175. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2465. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2490. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 295. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2574. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 0.0 1.0 42.0

JOB: The Point RUN: 2017NB

DATE : 2/28/12
TIME : 15:59:46

LINK VARIABLES

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

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2487.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	119.	0.0	1.0 42.0

JOB: The Point RUN: 2017NB

DATE : 2/28/12
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1.	Fen/Brook SB LTT	*	90	66	3.0	1020	1600	0.04	1	3
2.	Fen/Brook NB TTR	*	90	66	3.0	985	1600	0.04	1	3
3.	Fen/Brook EB L	*	90	47	3.0	680	1600	0.04	1	3
4.	Fen/Brook EB LTT	*	90	47	3.0	640	1600	0.04	1	3
5.	Fen/Brook R	*	90	47	3.0	125	1600	0.04	1	3
6.	Park/Brook SB TTR	*	90	56	3.0	790	1600	0.04	1	3
7.	Park/Brook WB LLR	*	90	61	3.0	1140	1600	0.04	1	3
8.	Park/Brook NWB LTTT	*	90	63	3.0	655	1600	0.04	1	3
9.	Park/Brook NWB R	*	90	63	3.0	125	1600	0.04	1	3
10.	Park/Brook NEB LTT	*	90	61	3.0	480	1600	0.04	1	3
11.	Park/Brook NEB RR	*	90	61	3.0	1125	1600	0.04	1	3
12.	Full/Brook SB L	*	90	68	3.0	50	1600	0.04	1	3
13.	Full/Brook SB TR	*	90	58	3.0	540	1600	0.04	1	3
14.	Full/Brook WB LTR	*	90	32	3.0	195	1600	0.04	1	3
15.	Full/Brook NB LTR	*	90	68	3.0	585	1600	0.04	1	3
16.	Full/Brook EB L	*	90	22	3.0	115	1600	0.04	1	3
17.	Full/Brook EB TR	*	90	32	3.0	350	1600	0.04	1	3
18.	Kil/Boyl WB LTTR	*	90	24	3.0	1090	1600	0.04	1	3
19.	Kil/Boyl NB LTR	*	90	66	3.0	80	1600	0.04	1	3
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	0.04	1	3
21.	Kil/Boyl SB LTR	*	90	66	3.0	205	1600	0.04	1	3
22.	Boyl/Jersey WB	*	87	65	3.0	1125	1600	0.04	1	3
23.	Boyl/Jersey EB L	*	87	30	3.0	27	1600	0.04	1	3

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     24. Boyl/Jersey EB TTR  *      87       30       3.0      1381       1600
 0.04      1        3
     25. Boyl/Jersey NB LTR  *      87       47       3.0       193       1600
 0.04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
10. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
20. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
30. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50. *	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.	1.								

```
2.    2.    2.    0.    0.    0.    0.    0.
  60.  *    0.    0.    0.    0.    0.    1.    2.    2.    0.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
  70.  *    0.    0.    1.    1.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
  80.  *    0.    0.    2.    1.    1.    0.    0.    0.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
  90.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 100.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 110.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 120.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 130.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 140.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 160.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 170.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 180.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 190.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 200.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 220.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 230.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 240.  *    0.    1.    2.    2.    2.    0.    1.    1.    0.    0.    0.    0.
0.    1.    0.    1.    2.    2.    1.    0.
 250.  *    0.    1.    1.    1.    1.    2.    2.    2.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    1.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    1.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
```

```
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  120   110   100   240   240   260   260   270   310   340     0    10
50    50    50    90    90    90   100   140

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC13.
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:34:55

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
		*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	192.	100.0	1.0	20.0	1.52	104.3
2.	Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	192.	100.0	1.0	20.0	1.47	95.3
3.	Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	68.	100.0	1.0	10.0	1.01	18.9
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	137.	100.0	1.0	20.0	0.48	4.2
5.	Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19	1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51	4.1
7.	Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	177.	100.0	1.0	20.0	1.35	90.6
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56	3.8
9.	Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32	2.2
10.	Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	177.	100.0	1.0	20.0	0.58	4.2
11.	Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32	84.3
12.	Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17	0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	84.	100.0	1.0	10.0	1.14	48.0
14.	Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	93.	100.0	1.0	20.0	0.11	0.9
15.	Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	99.	100.0	1.0	10.0	1.95	163.0
16.	Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10	0.7
17.	Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37	3.1
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	70.	100.0	1.0	20.0	0.51	3.7
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.								

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160. AG     96. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG     70. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG    192. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   8.9   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   8.9   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   8.9   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   8.9   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   9.2   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   8.9   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   9.2   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   8.9   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   8.9   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   8.9   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   8.9   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   8.9   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   8.9   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   8.9   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   9.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   8.9   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   9.0   1.0 54.0
♀
                              PAGE  2
      JOB: The Point                                        RUN: 2017BD


      DATE :  2/13/12
      TIME : 10:34:55

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

-------------------------*-------------------------------------------------------------
---------------------
      1. Fen/Brook SB LTT     *      90       66       3.0      1027       1600
48.73      1        3
      2. Fen/Brook NB TTR     *      90       66       3.0       993       1600
48.73      1        3
      3. Fen/Brook EB L       *      90       47       3.0       682       1600
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48.73	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	648	1600	
48.73	1	3					
5. Fen/Brook R	*	90	47	3.0	125	1600	
48.73	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	797	1600	
48.73	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	1148	1600	
48.73	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600	
48.73	1	3					
9. Park/Brook NWB R	*	90	63	3.0	125	1600	
48.73	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600	
48.73	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
48.73	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
48.73	1	3					
13. Full/Brook SB TR	*	90	58	3.0	546	1600	
48.73	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	202	1600	
48.73	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	589	1600	
48.73	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
48.73	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
48.73	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	
48.73	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
48.73	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
48.73	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600	
48.73	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*

21. Park/Brook NE1	*	2565.8	3655.2	6.0 *
22. Park/Brook NE2	*	2619.6	3603.0	6.0 *
23. Park/Brook NE3	*	2673.4	3550.7	6.0 *
24. Park/Brook NE4	*	2717.8	3611.1	6.0 *

♀

DATE : 2/13/12
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RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*
31. Park/Brook SW1	*	2775.2	3282.0	6.0	*
32. Park/Brook SW2	*	2731.3	3342.8	6.0	*
33. Park/Brook SW3	*	2687.4	3403.6	6.0	*
34. Park/Brook SW4	*	2641.8	3344.1	6.0	*
35. Park/Brook SW5	*	2596.0	3284.7	6.0	*
36. Park/Brook NW1	*	2522.5	3369.6	6.0	*
37. Park/Brook NW2	*	2568.2	3429.1	6.0	*
38. Park/Brook NW3	*	2613.9	3488.5	6.0	*
39. Park/Brook NW4	*	2560.1	3540.8	6.0	*
40. Park/Brook NW5	*	2506.4	3593.1	6.0	*
41. Park/Brook E1	*	2885.6	3693.8	6.0	*
42. Park/Brook E2	*	2841.1	3633.4	6.0	*
43. Park/Brook E3	*	2796.6	3573.0	6.0	*
44. Park/Brook E4	*	2868.1	3595.8	6.0	*
45. Park/Brook E5	*	2939.6	3618.5	6.0	*

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (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	0.1	0.3	1.8	2.1	2.1	1.7	0.9	1.2	1.3	1.5	2.0	2.0	0.1	0.3	0.8	0.5	0.2

```
  10.  *   0.0   0.0   0.1   0.1   0.3   1.7   2.3   2.3   2.0   0.8   1.2   1.4
2.0   2.3   2.3   0.1   0.3   0.8   0.4   0.2
  20.  *   0.0   0.1   0.2   0.3   0.4   1.5   2.1   2.6   1.7   0.8   1.1   1.8
2.5   2.9   3.0   0.3   0.4   0.9   0.4   0.2
  30.  *   0.0   0.2   0.5   0.7   0.8   1.6   2.0   2.3   1.8   0.6   1.0   1.4
3.4   3.1   2.9   0.9   0.9   1.2   0.7   0.3
  40.  *   0.2   0.3   1.4   1.1   1.4   1.3   1.5   1.7   1.2   0.4   0.7   1.1
3.3   3.0   2.8   1.2   1.6   1.9   0.8   0.6
  50.  *   0.3   0.6   2.1   2.0   1.9   1.2   1.1   1.3   0.8   0.2   0.4   0.9
2.7   2.1   2.0   1.9   1.8   2.4   1.3   0.7
  60.  *   0.6   1.0   2.4   2.3   2.3   1.2   1.0   0.7   0.4   0.1   0.3   0.6
2.1   1.4   1.1   1.8   1.9   2.5   1.8   1.0
  70.  *   0.7   1.2   2.6   2.5   2.5   1.2   0.7   0.4   0.3   0.0   0.2   0.5
1.5   1.0   0.6   1.6   1.6   2.1   2.0   1.2
  80.  *   1.0   1.3   2.4   2.3   2.1   0.9   0.4   0.2   0.1   0.0   0.1   0.4
1.1   0.7   0.4   1.3   1.2   1.8   2.2   1.3
  90.  *   0.6   1.3   2.0   2.2   1.8   0.8   0.4   0.2   0.1   0.0   0.1   0.4
0.9   0.6   0.3   1.2   1.2   1.3   1.5   1.3
 100.  *   0.9   1.2   1.9   2.1   1.7   0.6   0.2   0.1   0.0   0.0   0.1   0.4
0.8   0.5   0.2   1.1   1.1   1.1   1.3   1.3
 110.  *   0.8   1.0   1.6   2.0   1.8   0.5   0.2   0.1   0.0   0.0   0.1   0.4
0.8   0.5   0.2   1.1   1.2   1.1   1.0   1.1
 120.  *   0.6   0.8   1.5   2.0   1.8   0.4   0.1   0.1   0.0   0.0   0.1   0.4
0.7   0.4   0.2   1.1   1.1   1.1   0.8   1.0
 130.  *   0.6   0.8   1.4   2.0   1.8   0.2   0.1   0.1   0.0   0.0   0.0   0.3
0.7   0.4   0.2   1.1   1.1   0.9   0.7   0.8
 140.  *   1.1   1.0   1.4   1.9   1.8   0.1   0.1   0.2   0.0   0.0   0.0   0.3
0.7   0.4   0.2   1.1   1.1   1.0   0.6   0.5
 150.  *   1.0   1.1   1.1   1.7   1.8   0.2   0.1   0.2   0.1   0.0   0.0   0.2
0.7   0.4   0.2   1.1   1.1   0.9   0.5   0.4
 160.  *   1.1   1.2   1.2   1.8   1.8   0.2   0.1   0.3   0.2   0.0   0.0   0.2
0.6   0.4   0.2   1.1   1.1   1.0   0.7   0.4
 170.  *   1.1   1.5   1.1   1.9   1.9   0.2   0.1   0.3   0.3   0.0   0.0   0.2
0.7   0.5   0.3   1.1   1.2   1.2   0.8   0.4
 180.  *   1.0   1.5   1.3   1.9   2.2   0.2   0.3   0.3   0.4   0.1   0.0   0.2
0.8   0.6   0.4   1.1   1.2   1.2   0.7   0.5
 190.  *   1.0   1.4   1.7   1.9   2.2   0.2   0.3   0.4   0.6   0.1   0.0   0.3
1.0   0.8   0.5   1.1   1.4   1.4   0.7   0.4
 200.  *   0.7   1.3   1.8   2.0   2.2   0.4   0.4   0.5   0.8   0.1   0.1   0.3
1.6   1.3   1.0   1.1   1.3   1.4   0.6   0.3
 210.  *   0.6   1.0   2.0   1.7   2.0   0.9   0.8   0.8   1.3   0.2   0.2   0.4
2.3   2.1   1.8   0.9   1.0   1.1   0.3   0.2
 220.  *   0.4   0.7   1.3   1.2   1.4   1.5   1.2   1.5   1.5   0.6   0.4   0.5
2.7   2.6   2.3   0.4   0.4   0.5   0.2   0.0
 230.  *   0.3   0.5   0.9   0.7   0.8   1.8   1.6   1.8   1.6   0.8   0.6   0.6
2.7   2.6   2.4   0.1   0.2   0.2   0.0   0.0
 240.  *   0.2   0.4   0.7   0.4   0.3   2.0   1.7   1.7   1.4   0.7   0.6   0.7
2.1   2.3   2.1   0.0   0.0   0.0   0.0   0.0
 250.  *   0.2   0.4   0.7   0.4   0.1   1.9   1.7   1.5   1.3   0.7   0.6   0.8
1.7   2.0   1.9   0.0   0.0   0.0   0.0   0.0
 260.  *   0.1   0.4   0.9   0.4   0.1   2.2   1.5   1.4   1.2   0.8   0.7   0.7
1.5   1.8   1.6   0.0   0.0   0.0   0.0   0.0
 270.  *   0.1   0.5   0.9   0.2   0.0   1.9   1.7   1.3   1.2   0.7   0.7   0.8
1.2   1.5   1.5   0.0   0.0   0.0   0.0   0.0
 280.  *   0.2   0.5   0.8   0.2   0.0   1.8   2.0   1.3   1.0   0.7   0.7   0.7
1.0   1.4   1.6   0.0   0.0   0.0   0.0   0.0
 290.  *   0.2   0.5   0.7   0.1   0.0   1.6   2.0   1.4   1.2   0.7   0.6   0.7
0.9   1.4   1.5   0.0   0.0   0.0   0.0   0.0
 300.  *   0.1   0.4   0.6   0.0   0.0   1.7   1.9   1.6   1.0   0.7   0.6   0.7
0.8   1.4   1.5   0.0   0.0   0.0   0.0   0.0
 310.  *   0.1   0.2   0.4   0.0   0.0   1.6   1.8   1.7   1.4   0.7   0.6   0.7
0.8   1.4   1.5   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.2   0.2   0.0   0.0   1.5   1.8   1.7   1.4   0.7   0.7   0.7
```

```
1.1   1.4   1.5   0.0   0.0   0.3   0.1   0.0
 330.  *   0.0   0.0   0.0   0.0   0.1   1.5   1.7   1.5   1.3   0.8   0.8   1.0
1.3   1.5   1.5   0.0   0.0   0.5   0.3   0.1
 340.  *   0.0   0.0   0.0   0.0   0.2   1.5   2.0   1.6   1.2   0.7   1.1   0.9
1.4   1.5   1.6   0.0   0.1   0.6   0.4   0.1
 350.  *   0.0   0.0   0.0   0.1   0.2   1.7   2.1   1.9   1.6   0.7   1.0   1.1
1.3   2.0   1.8   0.0   0.2   0.7   0.4   0.1
 360.  *   0.0   0.0   0.0   0.1   0.3   1.8   2.1   2.1   1.7   0.9   1.2   1.3
1.5   2.0   2.0   0.1   0.3   0.8   0.5   0.2

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *   1.1   1.5   2.6   2.5   2.5   2.2   2.3   2.6   2.0   0.9   1.2   1.8
3.4   3.1   3.0   1.9   1.9   2.5   2.2   1.3
 DEGR. *  140   170    70    70    70   260    10    20    10     0     0    20
30    30    20    50    60    60    80    80
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   1.1   1.3   1.2   0.9   0.6   1.6   1.7
1.8   2.0   2.2   0.1   0.2   0.4   0.4   0.1
  10.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.4   1.0   0.5   1.4   2.1
1.7   1.9   2.4   0.1   0.2   0.4   0.4   0.1
  20.  *   0.0   0.0   0.1   0.1   0.1   1.2   1.3   1.6   0.8   0.5   1.2   2.1
1.8   1.9   2.3   0.3   0.3   0.5   0.3   0.2
  30.  *   0.0   0.1   0.6   0.4   0.3   1.0   1.2   1.9   0.8   0.4   1.0   2.0
1.7   1.7   2.1   0.7   0.7   0.8   0.4   0.3
  40.  *   0.1   0.2   1.3   0.9   0.7   1.0   1.3   1.9   0.6   0.4   0.6   1.7
1.6   1.4   1.6   1.4   1.2   1.2   0.6   0.4
  50.  *   0.2   0.3   1.7   1.3   0.9   1.0   1.1   1.7   0.5   0.3   0.7   1.6
1.5   1.2   1.1   2.3   1.9   1.7   0.7   0.5
  60.  *   0.2   0.5   1.7   1.4   0.9   1.0   1.1   1.6   0.4   0.2   0.7   1.5
1.4   1.2   0.9   2.5   2.2   2.1   1.0   0.5
  70.  *   0.3   0.7   2.0   1.8   1.0   0.8   0.9   1.3   0.2   0.1   0.5   1.1
1.2   0.9   0.5   2.6   2.3   2.5   1.2   0.8
  80.  *   0.5   1.1   2.0   2.0   1.2   0.3   0.4   0.7   0.0   0.0   0.4   0.9
1.2   0.7   0.4   2.6   1.9   2.5   1.5   1.2
  90.  *   0.8   1.2   1.8   2.2   1.2   0.0   0.1   0.5   0.0   0.0   0.4   0.9
1.1   0.5   0.2   2.2   1.8   2.2   1.5   1.1
 100.  *   0.7   1.2   1.7   2.0   1.3   0.0   0.0   0.3   0.0   0.0   0.3   0.8
1.2   0.4   0.2   2.2   1.6   1.7   1.3   1.0
 110.  *   0.6   1.0   1.7   2.0   1.3   0.0   0.0   0.3   0.0   0.0   0.3   0.7
1.2   0.3   0.1   1.9   1.8   1.8   1.3   1.0
```

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 120.  *   0.7   1.0   1.6   2.1   1.3   0.0   0.0   0.4   0.0   0.0   0.2   0.6
1.3   0.2   0.1   1.9   2.0   1.8   1.3   1.0
 130.  *   0.6   1.0   1.6   2.0   1.3   0.0   0.0   0.4   0.0   0.0   0.1   0.4
1.0   0.1   0.1   1.9   1.8   1.7   1.2   0.9
 140.  *   1.0   1.2   1.9   2.0   1.4   0.0   0.0   0.5   0.1   0.0   0.1   0.2
0.6   0.1   0.1   1.8   1.7   1.6   1.2   0.8
 150.  *   1.1   1.4   2.0   2.0   1.4   0.0   0.0   0.9   0.3   0.1   0.0   0.1
0.5   0.1   0.1   1.8   1.8   1.4   1.0   0.7
 160.  *   0.9   1.5   2.3   2.2   1.6   0.0   0.0   1.2   0.4   0.2   0.0   0.0
0.3   0.1   0.1   1.7   1.9   1.6   0.9   0.5
 170.  *   1.1   1.4   2.2   2.2   1.8   0.0   0.1   1.5   0.5   0.2   0.0   0.0
0.2   0.2   0.2   1.7   2.1   1.7   1.1   0.7
 180.  *   1.0   1.3   2.3   2.3   2.2   0.0   0.2   1.6   0.6   0.3   0.0   0.0
0.2   0.2   0.3   1.8   2.2   1.9   0.9   0.8
 190.  *   1.1   1.5   2.4   2.2   2.3   0.1   0.3   1.6   0.6   0.4   0.0   0.0
0.2   0.3   0.3   1.8   2.2   2.0   0.9   0.6
 200.  *   1.0   1.3   2.8   2.4   2.5   0.1   0.5   1.6   0.8   0.4   0.0   0.1
0.4   0.4   0.4   1.8   2.4   2.2   1.0   0.6
 210.  *   0.6   1.2   2.5   2.4   2.2   0.4   0.9   1.6   0.9   0.5   0.1   0.4
0.9   0.9   0.8   1.8   1.9   1.8   0.6   0.3
 220.  *   0.5   0.7   1.8   1.4   1.2   0.6   1.0   1.7   1.3   0.7   0.3   0.8
1.5   1.5   1.2   1.1   1.3   1.2   0.3   0.2
 230.  *   0.3   0.5   1.0   0.8   0.4   1.0   1.5   2.1   1.8   0.8   0.5   0.9
2.0   1.9   1.4   0.7   0.6   0.6   0.1   0.0
 240.  *   0.2   0.3   0.4   0.2   0.1   1.3   1.7   2.1   1.7   1.0   0.7   0.8
2.1   2.0   1.5   0.6   0.2   0.1   0.1   0.0
 250.  *   0.2   0.4   0.4   0.2   0.1   1.1   1.5   1.7   2.0   1.0   0.6   0.9
2.1   1.8   1.4   0.5   0.1   0.1   0.0   0.0
 260.  *   0.1   0.4   0.4   0.2   0.1   1.4   1.5   1.6   2.2   1.1   0.6   1.2
2.1   2.0   1.4   0.4   0.2   0.0   0.0   0.0
 270.  *   0.1   0.4   0.4   0.2   0.0   1.3   1.3   1.4   1.9   1.5   0.7   1.2
1.9   1.9   1.3   0.4   0.2   0.0   0.0   0.0
 280.  *   0.1   0.4   0.4   0.1   0.0   1.3   1.3   1.4   1.6   1.6   0.8   1.3
1.6   1.9   1.5   0.3   0.1   0.0   0.0   0.0
 290.  *   0.0   0.3   0.4   0.1   0.0   1.4   1.5   1.4   1.4   1.7   0.8   1.2
1.3   1.9   1.6   0.2   0.0   0.0   0.0   0.0
 300.  *   0.0   0.2   0.4   0.0   0.0   1.3   1.5   1.6   1.2   1.4   0.7   1.1
1.2   1.8   1.9   0.2   0.0   0.0   0.0   0.0
 310.  *   0.0   0.1   0.2   0.0   0.0   1.3   1.5   1.5   1.3   1.3   0.8   1.1
1.1   1.9   1.9   0.0   0.0   0.1   0.1   0.0
 320.  *   0.0   0.1   0.1   0.0   0.0   1.2   1.5   1.3   1.0   1.1   1.0   1.2
1.3   1.8   1.6   0.0   0.0   0.3   0.2   0.0
 330.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.5   1.2   0.9   0.9   1.1   1.2
1.2   1.7   1.6   0.0   0.0   0.4   0.3   0.0
 340.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.6   1.1   0.9   0.8   1.6   1.4
1.5   1.8   1.8   0.0   0.1   0.4   0.3   0.0
 350.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.4   1.1   0.9   0.7   1.6   1.8
1.5   1.9   2.1   0.0   0.1   0.4   0.4   0.1
 360.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.3   1.2   0.9   0.6   1.6   1.7
1.8   2.0   2.2   0.1   0.2   0.4   0.4   0.1

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   1.1   1.5   2.8   2.4   2.5   1.4   1.7   2.1   2.2   1.7   1.6   2.1
2.1   2.0   2.4   2.6   2.4   2.5   1.5   1.2
 DEGR. *  150   160   200   200   200   260   240   230   260   290     0    10
240   240    10    70   200    70    80    80

♀
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MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45
0.	0.4	0.4	0.7	0.5	0.3
10.	0.4	0.5	0.7	0.6	0.3
20.	0.5	0.6	0.8	0.6	0.3
30.	0.6	0.6	0.7	0.5	0.3
40.	0.6	0.4	0.5	0.2	0.1
50.	0.4	0.4	0.3	0.0	0.0
60.	0.3	0.4	0.4	0.3	0.2
70.	0.4	0.6	1.0	0.7	0.7
80.	0.7	0.7	1.4	1.0	0.9
90.	0.7	0.7	1.4	1.1	0.8
100.	0.5	0.8	1.3	1.0	0.8
110.	0.5	0.7	1.2	1.0	0.8
120.	0.5	0.8	1.2	1.0	0.8
130.	0.6	0.8	1.1	0.9	0.8
140.	0.6	0.8	1.0	0.8	0.8
150.	0.7	0.8	1.0	0.8	0.8
160.	0.7	0.8	1.1	0.9	0.9
170.	0.8	0.8	1.1	0.8	0.8
180.	0.8	0.9	1.3	0.9	0.8
190.	0.9	1.1	1.3	0.9	0.8
200.	1.1	1.3	1.6	1.3	1.1
210.	1.4	1.8	1.9	1.8	1.5
220.	1.7	1.7	2.3	2.4	1.9
230.	1.6	1.8	2.3	2.3	2.1
240.	1.1	1.4	1.7	1.8	1.7
250.	0.9	1.2	1.4	1.6	1.3
260.	0.6	1.1	1.2	1.2	0.9
270.	0.4	0.9	1.1	1.0	0.8
280.	0.4	0.7	1.1	0.9	0.5
290.	0.3	0.6	1.1	0.7	0.4
300.	0.3	0.6	1.0	0.7	0.4
310.	0.3	0.6	1.0	0.6	0.3
320.	0.3	0.6	1.0	0.6	0.3
330.	0.3	0.6	0.9	0.5	0.3
340.	0.3	0.5	0.8	0.5	0.3
350.	0.3	0.5	0.8	0.6	0.3
360.	0.4	0.4	0.7	0.5	0.3
MAX	1.7	1.8	2.3	2.4	2.1
DEGR.	220	230	220	220	230

THE HIGHEST CONCENTRATION OF 3.40 PPM OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35: 1

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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	192.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	192.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	68.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	137.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	177.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	177.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	84.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	93.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	99.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	70.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 96. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 70. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3354.5 3817.9 * 39.
337. AG 192. 100.0 1.0 20.0 0.32 2.0
22. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 708. 8.9 1.0 54.0
23. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2145. 8.9 1.0 66.0
24. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1455. 8.9 1.0 66.0
25. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 8.9 1.0 90.0
26. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 9.2 1.0 66.0
27. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2642. 8.9 1.0 90.0
28. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1503. 9.2 1.0 66.0
29. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1367. 8.9 1.0 66.0
30. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2398. 8.9 1.0 78.0
31. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 8.9 1.0 42.0
32. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1422. 8.9 1.0 54.0
33. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 8.9 1.0 42.0
34. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1185. 8.9 1.0 54.0
35. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2480. 8.9 1.0 90.0
36. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 9.0 1.0 54.0
37. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2498. 8.9 1.0 90.0
38. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 318. 9.0 1.0 54.0

♀

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35: 1

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1. Fen/Brook SB LTT	*	90	66	3.0	1027	1600	48.73	1	3
2. Fen/Brook NB TTR	*	90	66	3.0	993	1600	48.73	1	3
3. Fen/Brook EB L	*	90	47	3.0	682	1600			

48.73	1	3					
4. Fen/Brook EB LTT	*	90	47	3.0	648	1600	
48.73	1	3					
5. Fen/Brook R	*	90	47	3.0	125	1600	
48.73	1	3					
6. Park/Brook SB TTR	*	90	56	3.0	797	1600	
48.73	1	3					
7. Park/Brook WB LLR	*	90	61	3.0	1148	1600	
48.73	1	3					
8. Park/Brook NWB LTTT	*	90	63	3.0	655	1600	
48.73	1	3					
9. Park/Brook NWB R	*	90	63	3.0	125	1600	
48.73	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600	
48.73	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
48.73	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
48.73	1	3					
13. Full/Brook SB TR	*	90	58	3.0	546	1600	
48.73	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	202	1600	
48.73	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	589	1600	
48.73	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
48.73	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
48.73	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	
48.73	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
48.73	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
48.73	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600	
48.73	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*

21. Kil/Boyl NE1	3353.1	3935.2	6.0
22. Kil/Boyl NE2	3378.7	3864.7	6.0
23. Kil/Boyl NE3	3404.3	3794.2	6.0
24. Kil/Boyl NE4	3474.8	3819.7	6.0

♀

DATE : 2/13/12
TIME : 10:35: 1

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
25. Kil/Boyl NE5	3545.3	3845.3	6.0
26. Kil/Boyl SE1	3583.3	3742.1	6.0
27. Kil/Boyl SE2	3512.8	3716.5	6.0
28. Kil/Boyl SE3	3442.3	3690.9	6.0
29. Kil/Boyl SE4	3468.5	3620.6	6.0
30. Kil/Boyl SE5	3494.7	3550.4	6.0
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (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	0.5	0.7	0.8	0.4	0.3	0.3	0.4	0.9	1.0	1.0	0.1	0.1	0.3	0.1	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	0.3	0.3	0.3	0.4	1.0	1.1	1.0	0.2	0.2	0.3	0.1	0.0
20.	0.0	0.0	0.1	0.1	0.2	0.5	0.6	1.0	0.3	0.1	0.1	0.3	1.0	1.0	1.3	0.5	0.3	0.4	0.1	0.0
30.	0.0	0.0	0.4	0.4	0.5	0.5	0.6	0.7	0.3	0.1	0.1	0.3								

```
0.9   0.8   1.2   1.3   1.0   0.8   0.2   0.0
  40.   *   0.1   0.3   0.9   0.8   0.9   0.3   0.3   0.5   0.1   0.0   0.0   0.1
0.6   0.5   0.9   1.8   1.5   1.4   0.5   0.1
  50.   *   0.2   0.3   1.1   1.1   1.1   0.1   0.1   0.1   0.0   0.0   0.0   0.0
0.3   0.1   0.3   1.8   1.6   1.6   0.6   0.2
  60.   *   0.3   0.4   1.2   1.1   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.5   1.6   1.4   0.7   0.3
  70.   *   0.3   0.4   1.0   0.9   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.4   1.2   0.8   0.3
  80.   *   0.3   0.4   0.9   1.0   0.8   0.0   0.0   0.0   0.0   0.1   0.1   0.1
0.1   0.1   0.1   1.2   1.3   1.3   0.6   0.4
  90.   *   0.3   0.4   0.8   0.9   0.7   0.0   0.0   0.1   0.1   0.1   0.1   0.1
0.2   0.1   0.1   1.0   1.3   1.3   0.6   0.4
 100.   *   0.3   0.4   0.9   1.1   0.8   0.1   0.1   0.1   0.1   0.1   0.2   0.1
0.2   0.2   0.2   1.0   1.1   1.2   0.8   0.5
 110.   *   0.3   0.4   0.9   1.1   0.8   0.1   0.1   0.1   0.1   0.2   0.2   0.2
0.2   0.2   0.3   1.0   1.2   1.1   0.7   0.5
 120.   *   0.4   0.5   1.0   1.1   0.8   0.1   0.1   0.2   0.2   0.2   0.3   0.2
0.2   0.2   0.3   1.1   1.2   1.2   0.6   0.5
 130.   *   0.6   0.7   1.0   1.2   0.8   0.1   0.2   0.2   0.2   0.3   0.4   0.2
0.2   0.3   0.3   1.0   1.2   1.2   0.6   0.4
 140.   *   0.5   0.9   1.2   1.2   0.9   0.2   0.2   0.2   0.2   0.3   0.5   0.3
0.3   0.2   0.2   1.0   1.0   1.3   0.7   0.4
 150.   *   0.5   0.7   1.2   1.2   0.9   0.2   0.2   0.4   0.3   0.4   0.3   0.2
0.2   0.2   0.2   1.0   1.0   1.2   0.6   0.6
 160.   *   0.6   0.9   1.3   1.3   1.1   0.2   0.3   0.3   0.2   0.4   0.3   0.3
0.2   0.2   0.2   0.9   1.1   1.3   0.6   0.4
 170.   *   0.4   0.8   1.3   1.3   1.1   0.2   0.2   0.3   0.2   0.3   0.3   0.3
0.2   0.2   0.1   1.0   1.0   1.4   0.4   0.4
 180.   *   0.5   0.8   1.3   1.4   1.2   0.2   0.2   0.4   0.2   0.3   0.3   0.2
0.2   0.1   0.1   1.3   1.1   1.3   0.6   0.5
 190.   *   0.4   0.8   1.6   1.4   1.2   0.2   0.2   0.3   0.2   0.3   0.3   0.2
0.1   0.2   0.3   1.5   1.3   1.5   0.6   0.4
 200.   *   0.5   0.7   1.5   1.6   1.7   0.1   0.3   0.5   0.1   0.2   0.2   0.1
0.3   0.3   0.5   1.8   1.6   1.5   0.5   0.5
 210.   *   0.4   0.7   1.6   1.6   1.7   0.6   0.7   1.0   0.3   0.2   0.2   0.3
0.8   0.8   1.2   2.2   1.7   1.5   0.6   0.4
 220.   *   0.0   0.4   1.1   1.1   1.1   0.9   1.0   1.3   0.6   0.5   0.5   0.6
1.0   1.0   1.5   1.8   1.3   1.0   0.3   0.1
 230.   *   0.0   0.1   0.5   0.3   0.3   0.8   0.9   1.1   0.5   0.6   0.6   0.6
0.9   0.9   1.2   0.7   0.4   0.3   0.0   0.0
 240.   *   0.0   0.1   0.3   0.2   0.1   0.8   0.8   1.1   0.3   0.3   0.3   0.3
0.9   0.7   0.9   0.3   0.1   0.1   0.0   0.0
 250.   *   0.0   0.0   0.3   0.1   0.0   0.7   0.9   1.0   0.4   0.3   0.3   0.3
0.9   0.6   0.8   0.1   0.0   0.0   0.0   0.0
 260.   *   0.0   0.0   0.3   0.0   0.0   0.7   0.9   1.0   0.5   0.3   0.2   0.3
0.9   0.5   0.8   0.1   0.0   0.0   0.0   0.0
 270.   *   0.0   0.0   0.2   0.0   0.0   0.5   0.8   1.0   0.6   0.3   0.2   0.4
0.9   0.5   0.7   0.1   0.0   0.0   0.0   0.0
 280.   *   0.0   0.0   0.2   0.0   0.0   0.5   0.8   0.8   0.4   0.2   0.2   0.4
0.8   0.5   0.6   0.0   0.0   0.0   0.0   0.0
 290.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.7   0.7   0.6   0.2   0.3   0.5
0.7   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 300.   *   0.0   0.0   0.1   0.0   0.0   0.4   0.7   0.7   0.6   0.2   0.2   0.5
0.7   0.6   0.6   0.0   0.0   0.0   0.0   0.0
 310.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.7   0.3   0.2   0.2   0.5
0.8   0.7   0.6   0.0   0.0   0.1   0.0   0.0
 320.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.6   0.3   0.2   0.2   0.5
0.7   0.8   0.6   0.0   0.0   0.2   0.0   0.0
 330.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.6   0.3   0.2   0.2   0.5
0.8   0.8   0.7   0.0   0.0   0.3   0.0   0.0
 340.   *   0.0   0.0   0.0   0.0   0.0   0.4   0.6   0.6   0.4   0.2   0.2   0.4
0.9   0.8   0.7   0.0   0.0   0.3   0.0   0.0
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 350.  *   0.0   0.0   0.0   0.0   0.0   0.4   0.7   0.8   0.4   0.2   0.2   0.4
0.8   1.0   0.7   0.1   0.0   0.3   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.7   0.8   0.4   0.3   0.3   0.4
0.9   1.0   1.0   0.1   0.1   0.3   0.1   0.0

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *   0.6   0.9   1.6   1.6   1.7   0.9   1.0   1.3   0.6   0.6   0.6   0.6
1.0   1.1   1.5   2.2   1.7   1.6   0.8   0.6
 DEGR. *  130   140   210   200   210   220   220   220   220   230   230   220
10    10   220   210   210    50    70   150
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♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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 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   0.8   0.9   1.0   0.6   0.4   0.6   0.7
1.1   1.0   0.9   0.1   0.1   0.2   0.1   0.2
  10.  *   0.1   0.1   0.1   0.1   0.1   0.6   0.9   1.0   0.6   0.3   0.5   0.8
0.9   1.0   0.9   0.1   0.1   0.3   0.2   0.2
  20.  *   0.1   0.1   0.1   0.0   0.0   0.6   0.9   1.0   0.5   0.2   0.4   0.6
0.9   1.2   1.0   0.1   0.1   0.4   0.2   0.1
  30.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   0.9   0.4   0.2   0.3   0.6
1.0   1.0   0.9   0.1   0.0   0.4   0.1   0.1
  40.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   0.9   0.3   0.1   0.3   0.5
1.1   1.1   1.1   0.0   0.0   0.4   0.1   0.0
  50.  *   0.0   0.0   0.0   0.0   0.0   0.5   0.8   1.0   0.3   0.1   0.1   0.3
1.0   1.2   1.3   0.0   0.1   0.4   0.1   0.0
  60.  *   0.0   0.0   0.2   0.2   0.1   0.5   0.7   0.9   0.2   0.1   0.1   0.3
1.0   1.0   1.2   0.3   0.4   0.6   0.1   0.0
  70.  *   0.0   0.1   0.5   0.4   0.2   0.2   0.4   0.5   0.1   0.0   0.1   0.2
0.7   0.6   0.8   0.8   0.8   0.8   0.2   0.0
  80.  *   0.1   0.2   0.9   0.7   0.4   0.1   0.2   0.2   0.0   0.0   0.0   0.0
0.3   0.3   0.3   1.1   1.0   1.1   0.4   0.1
  90.  *   0.1   0.3   1.0   0.8   0.5   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   1.2   1.1   1.2   0.4   0.1
 100.  *   0.1   0.3   1.1   0.9   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.2   1.1   1.3   0.6   0.2
 110.  *   0.2   0.4   1.0   0.8   0.5   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   1.0   1.0   1.0   0.7   0.3
 120.  *   0.2   0.5   1.0   0.9   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   1.0   1.0   0.8   0.4
 130.  *   0.3   0.5   0.9   0.8   0.6   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.8   0.9   0.9   0.8   0.4
 140.  *   0.3   0.5   0.9   0.8   0.7   0.0   0.0   0.0   0.0   0.0   0.0   0.1
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0.1   0.0   0.0   0.8   0.9   0.8   0.8   0.6
 150.  *   0.3   0.5   0.9   0.8   0.8   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.9   0.8   0.7   0.5
 160.  *   0.4   0.5   0.9   0.9   0.8   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.4
 170.  *   0.5   0.7   0.8   0.9   0.8   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 180.  *   0.6   0.7   0.8   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.9   0.5   0.3
 190.  *   0.5   0.9   0.9   0.9   0.8   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.8   0.9   0.5   0.3
 200.  *   0.4   0.8   1.0   1.0   0.9   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.5   0.3
 210.  *   0.4   0.7   1.1   1.0   0.9   0.0   0.0   0.1   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.6   0.9   1.0   0.4   0.2
 220.  *   0.6   0.8   1.3   1.2   1.1   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   1.0   1.2   1.0   0.8   0.5
 230.  *   0.6   0.9   1.5   1.4   1.5   0.1   0.2   0.3   0.1   0.0   0.1   0.2
0.2   0.3   0.3   1.2   1.3   1.4   0.7   0.6
 240.  *   0.4   0.7   1.3   1.2   1.3   0.5   0.5   0.5   0.2   0.2   0.2   0.2
0.5   0.6   0.5   1.1   1.3   1.2   0.5   0.3
 250.  *   0.2   0.5   1.0   0.9   0.9   0.8   0.7   0.9   0.3   0.2   0.1   0.3
0.8   0.8   0.7   0.7   0.8   0.7   0.3   0.2
 260.  *   0.2   0.2   0.7   0.5   0.4   1.2   1.1   1.3   0.4   0.1   0.2   0.3
1.0   0.9   0.7   0.5   0.5   0.4   0.2   0.2
 270.  *   0.1   0.2   0.5   0.2   0.1   1.3   1.2   1.4   0.5   0.3   0.3   0.5
1.3   0.9   0.9   0.2   0.1   0.1   0.1   0.2
 280.  *   0.2   0.2   0.5   0.1   0.1   1.2   1.1   1.2   0.7   0.5   0.3   0.6
1.1   0.9   0.7   0.2   0.1   0.1   0.1   0.2
 290.  *   0.2   0.2   0.5   0.1   0.1   1.0   1.1   1.0   0.7   0.5   0.3   0.5
1.1   1.0   0.7   0.1   0.1   0.1   0.1   0.2
 300.  *   0.2   0.2   0.4   0.1   0.1   1.0   1.2   1.0   0.7   0.5   0.4   0.6
1.1   1.0   0.7   0.2   0.1   0.1   0.1   0.2
 310.  *   0.2   0.2   0.3   0.1   0.1   0.9   1.0   1.1   0.7   0.5   0.4   0.6
1.0   0.9   0.8   0.1   0.1   0.1   0.2   0.2
 320.  *   0.2   0.1   0.2   0.1   0.1   0.9   1.0   1.1   0.7   0.6   0.4   0.7
1.0   0.9   0.9   0.1   0.1   0.1   0.2   0.2
 330.  *   0.1   0.1   0.2   0.1   0.1   0.9   1.0   1.1   0.6   0.5   0.4   0.7
1.0   1.0   0.9   0.1   0.1   0.1   0.1   0.2
 340.  *   0.1   0.1   0.1   0.1   0.1   0.9   1.0   1.0   0.6   0.4   0.5   0.6
1.1   1.1   1.0   0.1   0.1   0.1   0.1   0.2
 350.  *   0.1   0.1   0.1   0.1   0.1   0.9   0.9   1.0   0.6   0.4   0.5   0.6
1.2   1.0   0.9   0.1   0.1   0.2   0.1   0.1
 360.  *   0.1   0.1   0.1   0.1   0.1   0.8   0.9   1.0   0.6   0.4   0.6   0.7
1.1   1.0   0.9   0.1   0.1   0.2   0.1   0.2

------*-------------------------------------------------------------------------
------------------------------------------
 MAX   *   0.6   0.9   1.5   1.4   1.5   1.3   1.2   1.4   0.7   0.6   0.6   0.8
1.3   1.2   1.3   1.2   1.3   1.4   0.8   0.6
 DEGR. *  180   190   230   230   230   270   270   270   280   320     0    10
270    20    50   230   240   230   120   140

 THE HIGHEST CONCENTRATION OF    2.20 PPM OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

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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 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	192.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	192.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	68.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	137.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	68.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	244.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	177.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	274.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	91.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	177.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	177.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	99.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	84.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	93.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	99.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	32.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	46.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	70.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 96. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 70. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3354.5 3817.9 * 39.
337. AG 192. 100.0 1.0 20.0 0.32 2.0
22. Boyl/Jersey WB * 4012.7 3973.4 6722.7 4912.5 * 2868.
71. AG 195. 100.0 1.0 20.0 1.82 145.7
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 45. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -372.9 2125.0 * 4689.
247. AG 45. 100.0 1.0 10.0 1.45 238.2
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 71. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 708. 8.9 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2145. 8.9 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1455. 8.9 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 8.9 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 9.2 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2642. 8.9 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1503. 9.2 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1367. 8.9 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2398. 8.9 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 8.9 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1422. 8.9 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 8.9 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1185. 8.9 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2480. 8.9 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 9.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2498. 8.9 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 318. 9.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2589. 8.9 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 9.0 1.0 42.0

♀

JOB: The Point RUN: 2017BD

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LINK VARIABLES

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

		* X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	* 3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2502.	8.9	1.0 90.0
46.	Boyl/Jersey N	* 3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	119.	9.0	1.0 42.0

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JOB: The Point RUN: 2017BD

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ADDITIONAL QUEUE LINK PARAMETERS

	LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1.	Fen/Brook SB LTT	* 90	66	3.0	1027	1600	48.73	1	3
2.	Fen/Brook NB TTR	* 90	66	3.0	993	1600	48.73	1	3
3.	Fen/Brook EB L	* 90	47	3.0	682	1600	48.73	1	3
4.	Fen/Brook EB LTT	* 90	47	3.0	648	1600	48.73	1	3
5.	Fen/Brook R	* 90	47	3.0	125	1600	48.73	1	3
6.	Park/Brook SB TTR	* 90	56	3.0	797	1600	48.73	1	3
7.	Park/Brook WB LLR	* 90	61	3.0	1148	1600	48.73	1	3
8.	Park/Brook NWB LTTT	* 90	63	3.0	655	1600	48.73	1	3
9.	Park/Brook NWB R	* 90	63	3.0	125	1600	48.73	1	3
10.	Park/Brook NEB LTT	* 90	61	3.0	490	1600	48.73	1	3
11.	Park/Brook NEB RR	* 90	61	3.0	1125	1600	48.73	1	3
12.	Full/Brook SB L	* 90	68	3.0	50	1600	48.73	1	3
13.	Full/Brook SB TR	* 90	58	3.0	546	1600	48.73	1	3
14.	Full/Brook WB LTR	* 90	32	3.0	202	1600	48.73	1	3
15.	Full/Brook NB LTR	* 90	68	3.0	589	1600	48.73	1	3
16.	Full/Brook EB L	* 90	22	3.0	115	1600	48.73	1	3
17.	Full/Brook EB TR	* 90	32	3.0	350	1600	48.73	1	3
18.	Kil/Boyl WB LTTR	* 90	24	3.0	1099	1600			

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48.73      1        3
      19. Kil/Boyl NB LTR     *      90       66       3.0        80       1600
48.73      1        3
      20. Kil/Boyl EB LTTR    *      90       24       3.0      1350       1600
48.73      1        3
      21. Kil/Boyl SB LTR     *      90       66       3.0       219       1600
48.73      1        3
      22. Boyl/Jersey WB      *      87       65       3.0      1134       1600
48.73      1        3
      23. Boyl/Jersey EB L    *      87       30       3.0        27       1600
48.73      1        3
      24. Boyl/Jersey EB TTR  *      87       30       3.0      1387       1600
48.73      1        3
      25. Boyl/Jersey NB LTR  *      87       47       3.0       193       1600
48.73      1        3
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

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MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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

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   0.  *   0.0   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.5   0.8
0.9   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  10.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.2   1.2   0.7   0.4   0.5   0.8
1.0   0.9   0.9   0.0   0.0   0.0   0.0   0.0
  20.  *   0.0   0.0   0.0   0.0   0.0   1.3   1.3   1.3   0.7   0.4   0.5   0.9
1.1   1.0   1.0   0.0   0.0   0.0   0.0   0.0
  30.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.4   1.4   0.7   0.3   0.4   0.8
1.4   1.1   1.1   0.0   0.0   0.0   0.0   0.0
  40.  *   0.0   0.0   0.0   0.0   0.0   1.3   1.4   1.5   0.6   0.4   0.4   0.8
1.5   1.4   1.3   0.0   0.0   0.0   0.0   0.0
  50.  *   0.0   0.0   0.1   0.0   0.0   1.2   1.4   1.5   0.5   0.3   0.3   0.7
1.6   1.4   1.5   0.0   0.0   0.0   0.0   0.0
  60.  *   0.0   0.0   0.2   0.2   0.2   1.0   1.3   1.4   0.4   0.2   0.2   0.5
1.6   1.5   1.6   0.3   0.3   0.3   0.0   0.0
  70.  *   0.1   0.2   0.8   0.8   0.7   0.7   0.8   0.8   0.2   0.1   0.1   0.3
1.2   1.1   1.1   0.9   0.9   0.8   0.2   0.1
  80.  *   0.2   0.5   1.3   1.2   0.9   0.3   0.3   0.3   0.0   0.0   0.0   0.1
0.5   0.4   0.4   1.3   1.3   1.3   0.5   0.2
  90.  *   0.2   0.5   1.5   1.4   1.1   0.0   0.0   0.1   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.3   1.3   1.4   0.6   0.3
 100.  *   0.4   0.7   1.4   1.3   1.2   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   1.0   1.2   1.3   0.7   0.4
 110.  *   0.5   0.7   1.4   1.4   1.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.2   0.0   0.0   0.9   0.9   1.2   0.7   0.5
 120.  *   0.4   0.7   1.3   1.3   1.3   0.0   0.0   0.0   0.0   0.0   0.0   0.1
0.1   0.0   0.0   0.9   1.0   1.0   0.7   0.4
 130.  *   0.4   0.7   1.2   1.2   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.8   0.8   0.9   0.6   0.4
 140.  *   0.4   0.7   1.0   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.1   0.0   0.0   0.7   0.7   0.9   0.6   0.4
 150.  *   0.4   0.6   0.9   1.0   1.0   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.9   0.5   0.3
 160.  *   0.5   0.7   0.9   1.1   1.1   0.0   0.0   0.0   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.7   0.6   0.4
 170.  *   0.3   0.5   1.0   1.1   1.1   0.0   0.0   0.1   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.7   0.5   0.3
 180.  *   0.3   0.5   0.9   1.0   1.0   0.0   0.0   0.2   0.0   0.0   0.0   0.0
0.0   0.0   0.0   0.7   0.7   0.7   0.5   0.3
 190.  *   0.3   0.5   0.9   1.0   1.1   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.8   0.8   0.5   0.3
 200.  *   0.3   0.5   0.9   1.3   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   0.9   1.0   0.5   0.3
 210.  *   0.3   0.5   1.0   1.3   1.4   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.8   1.0   1.0   0.5   0.2
 220.  *   0.3   0.5   1.0   1.2   1.3   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.0   0.0   0.0   0.9   1.0   1.0   0.5   0.3
 230.  *   0.2   0.5   1.1   1.2   1.4   0.0   0.0   0.2   0.1   0.0   0.0   0.0
0.1   0.0   0.0   0.8   1.0   1.1   0.4   0.3
 240.  *   0.2   0.5   1.1   1.2   1.4   0.3   0.3   0.5   0.1   0.0   0.0   0.0
0.3   0.4   0.4   0.9   1.0   1.1   0.4   0.1
 250.  *   0.1   0.2   0.7   0.8   0.9   1.0   0.9   1.1   0.2   0.0   0.0   0.2
0.9   0.8   0.8   0.6   0.7   0.8   0.2   0.1
 260.  *   0.1   0.1   0.3   0.4   0.4   1.5   1.4   1.6   0.7   0.2   0.2   0.5
1.4   1.2   1.1   0.3   0.3   0.3   0.1   0.1
 270.  *   0.1   0.1   0.1   0.1   0.1   1.6   1.3   1.6   0.8   0.3   0.4   0.6
1.4   1.3   1.1   0.1   0.1   0.2   0.1   0.1
 280.  *   0.1   0.1   0.1   0.1   0.1   1.5   1.3   1.4   0.7   0.4   0.5   0.5
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 290.  *   0.1   0.1   0.1   0.1   0.1   1.4   1.4   1.3   0.7   0.3   0.2   0.6
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 300.  *   0.1   0.1   0.1   0.1   0.1   1.3   1.4   1.3   0.8   0.4   0.3   0.6
1.2   1.2   1.1   0.1   0.1   0.1   0.1   0.1
 310.  *   0.1   0.1   0.1   0.1   0.1   1.2   1.2   1.1   0.8   0.4   0.3   0.6
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1.1   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 320.  *   0.1   0.1   0.1   0.1   0.1   1.1   1.2   0.9   0.7   0.5   0.3   0.6
1.0   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 330.  *   0.1   0.1   0.1   0.0   0.0   1.1   1.1   1.1   0.7   0.4   0.3   0.6
0.9   1.0   1.0   0.1   0.1   0.1   0.1   0.1
 340.  *   0.1   0.0   0.0   0.0   0.0   1.2   1.2   1.0   0.6   0.4   0.5   0.5
0.8   1.1   1.1   0.1   0.1   0.1   0.1   0.1
 350.  *   0.0   0.0   0.0   0.0   0.0   1.2   1.2   1.0   0.6   0.4   0.4   0.7
0.9   0.9   0.9   0.1   0.0   0.0   0.0   0.0
 360.  *   0.0   0.0   0.0   0.0   0.0   1.1   1.1   1.0   0.7   0.4   0.5   0.8
0.9   0.9   0.9   0.0   0.0   0.0   0.0   0.0

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 MAX   *   0.5   0.7   1.5   1.4   1.4   1.6   1.4   1.6   0.8   0.5   0.5   0.9
1.6   1.5   1.6   1.3   1.3   1.4   0.7   0.5
 DEGR. *  110   100    90    90   210   270    30   260   270   320     0    20
50    60    60    80    80    90   100   110

 THE HIGHEST CONCENTRATION OF    1.60 PPM OCCURRED AT RECEPTOR REC13.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:34:46

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

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160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG      0. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                    RUN: 2017BD


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1027       1600
 0.07      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       993       1600
 0.07      1        3
       3. Fen/Brook EB L      *      90       47       3.0       682       1600
 0.07      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       648       1600
 0.07      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.07      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       797       1600
 0.07      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1148       1600
 0.07      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.07      1        3
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9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.07	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600
0.07	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.07	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.07	1	3				
13. Full/Brook SB TR	*	90	58	3.0	546	1600
0.07	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	202	1600
0.07	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	589	1600
0.07	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.07	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.07	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600
0.07	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.07	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.07	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:34:46

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	1.	5.	6.	6.	4.	3.	4.	4.	5.	5.	5.	0.	1.	2.	1.	0.
10.	0.	0.	0.	1.	1.	5.	6.	7.	4.	2.	4.	4.	6.	6.	6.	1.	1.	2.	1.	0.
20.	0.	0.	1.	1.	1.	5.	6.	7.	5.	2.	3.	5.	7.	7.	7.	1.	2.	3.	1.	1.
30.	0.	0.	2.	2.	2.	5.	6.	7.	4.	2.	2.	4.	8.	8.	8.	3.	3.	4.	2.	1.
40.	0.	1.	4.	4.	4.	4.	4.	5.	3.	2.	2.	3.	8.	7.	7.	5.	5.	6.	2.	2.
50.	1.	2.	6.	5.	5.	4.	3.	3.	2.	1.	2.	2.	7.	5.	5.	6.	6.	8.	4.	2.
60.	2.	3.	7.	6.	6.	3.	2.	2.	2.	0.	1.	2.	3.	2.	2.	3.	4.	5.	3.	2.

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5.    3.    3.    6.    6.    8.    5.    3.
  70.  *    2.    4.    7.    7.    7.    3.    2.    1.    1.    0.    1.    1.
3.    2.    1.    4.    5.    7.    6.    4.
  80.  *    3.    4.    7.    6.    6.    2.    1.    1.    0.    0.    0.    1.
2.    2.    1.    4.    4.    5.    6.    4.
  90.  *    3.    4.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    4.    5.    4.
 100.  *    2.    4.    6.    6.    5.    2.    1.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    4.    4.    4.
 110.  *    2.    3.    5.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    4.    4.
 120.  *    2.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    3.    3.
 130.  *    3.    3.    4.    6.    5.    1.    0.    0.    0.    0.    0.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 140.  *    3.    3.    4.    5.    4.    0.    0.    0.    0.    0.    0.    1.
1.    1.    0.    3.    3.    3.    2.    2.
 150.  *    3.    4.    4.    5.    4.    0.    0.    1.    0.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    2.
 160.  *    3.    4.    4.    5.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 170.  *    3.    4.    4.    6.    5.    0.    0.    1.    1.    0.    0.    0.
1.    1.    0.    3.    3.    3.    2.    1.
 180.  *    3.    4.    4.    6.    6.    0.    1.    1.    1.    0.    0.    0.
2.    1.    1.    3.    3.    3.    2.    1.
 190.  *    2.    4.    5.    6.    6.    1.    1.    1.    1.    0.    0.    0.
2.    2.    1.    2.    3.    4.    1.    1.
 200.  *    2.    3.    5.    6.    6.    1.    1.    1.    2.    0.    0.    0.
3.    2.    2.    2.    3.    4.    1.    1.
 210.  *    2.    2.    5.    5.    6.    2.    2.    2.    2.    1.    0.    1.
4.    4.    3.    2.    2.    3.    1.    0.
 220.  *    1.    2.    4.    4.    4.    4.    3.    3.    3.    1.    1.    1.
6.    5.    4.    1.    1.    1.    0.    0.
 230.  *    1.    2.    3.    2.    2.    5.    4.    4.    3.    2.    1.    1.
6.    5.    4.    0.    0.    0.    0.    0.
 240.  *    1.    1.    2.    1.    1.    6.    5.    4.    3.    1.    1.    2.
5.    5.    4.    0.    0.    0.    0.    0.
 250.  *    0.    1.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 260.  *    0.    2.    2.    1.    1.    6.    5.    4.    3.    2.    1.    2.
4.    4.    4.    0.    0.    0.    0.    0.
 270.  *    0.    2.    2.    1.    0.    6.    6.    4.    3.    2.    1.    2.
3.    4.    4.    0.    0.    0.    0.    0.
 280.  *    0.    2.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
3.    3.    4.    0.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    5.    6.    4.    3.    2.    2.    2.
2.    3.    4.    0.    0.    0.    0.    0.
 300.  *    0.    1.    2.    0.    0.    4.    6.    5.    3.    2.    1.    2.
2.    3.    4.    0.    0.    0.    0.    0.
 310.  *    0.    1.    1.    0.    0.    4.    6.    5.    3.    3.    2.    2.
3.    3.    4.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    3.    2.    2.
3.    3.    4.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    4.    5.    4.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 340.  *    0.    0.    0.    0.    1.    4.    6.    5.    4.    2.    3.    3.
4.    4.    4.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    1.    5.    6.    5.    4.    2.    3.    3.
4.    5.    4.    0.    1.    2.    2.    0.
 360.  *    0.    0.    0.    0.    1.    5.    6.    6.    4.    3.    4.    4.
5.    5.    5.    0.    1.    2.    1.    0.

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 MAX   *    3.    4.    7.    7.    7.    6.    6.    7.    5.    3.    4.    5.
8.    8.    8.    6.    6.    8.    6.    4.
 DEGR. *  160   170    70    70    70   250    20    20    20     0     0    20
30    30    30    50    60    60    80    80
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (ug/m**3)
(DEGR)* 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.    3.    3.    4.    3.    2.    5.    5.
5.    6.    6.    0.    1.    2.    1.    0.
  10.  *    0.    0.    0.    0.    0.    3.    3.    4.    2.    2.    4.    5.
6.    5.    6.    1.    1.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    3.    4.    4.    2.    1.    4.    5.
6.    5.    7.    1.    1.    2.    1.    1.
  30.  *    0.    0.    1.    1.    1.    3.    4.    5.    2.    1.    3.    5.
5.    5.    6.    2.    2.    2.    1.    1.
  40.  *    0.    0.    3.    2.    2.    3.    4.    5.    2.    1.    3.    4.
5.    4.    4.    4.    4.    3.    2.    1.
  50.  *    0.    1.    4.    3.    2.    3.    3.    5.    2.    1.    2.    4.
5.    3.    3.    6.    5.    5.    2.    2.
  60.  *    0.    1.    4.    3.    2.    3.    3.    4.    1.    1.    2.    4.
4.    3.    2.    8.    6.    6.    3.    2.
  70.  *    1.    2.    5.    4.    2.    2.    2.    3.    1.    0.    2.    3.
3.    3.    2.    8.    7.    7.    4.    2.
  80.  *    1.    2.    5.    5.    3.    1.    1.    2.    0.    0.    2.    2.
3.    2.    1.    7.    6.    7.    4.    3.
  90.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    2.    1.    7.    5.    7.    5.    4.
 100.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    6.    4.    4.
 110.  *    2.    3.    5.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    1.    0.    6.    5.    5.    4.    4.
 120.  *    2.    3.    4.    5.    3.    0.    0.    1.    0.    0.    1.    2.
3.    0.    0.    6.    5.    5.    4.    4.
 130.  *    3.    3.    5.    5.    3.    0.    0.    1.    0.    0.    0.    1.
3.    0.    0.    6.    5.    5.    4.    3.
 140.  *    3.    4.    6.    5.    4.    0.    0.    1.    0.    0.    0.    1.
2.    0.    0.    6.    5.    4.    3.    3.
 150.  *    4.    4.    6.    5.    4.    0.    0.    2.    1.    0.    0.    0.
1.    0.    0.    5.    5.    4.    3.    2.
 160.  *    4.    4.    7.    5.    4.    0.    0.    3.    2.    1.    0.    0.
1.    0.    0.    5.    5.    4.    3.    2.
 170.  *    4.    4.    6.    6.    5.    0.    0.    4.    2.    1.    0.    0.
```

```
0.    1.    0.    5.    6.    5.    3.    2.
 180.  *    4.    4.    7.    6.    5.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    5.    3.    2.
 190.  *    3.    4.    7.    6.    6.    0.    1.    4.    2.    1.    0.    0.
1.    1.    1.    5.    6.    6.    3.    2.
 200.  *    3.    4.    8.    6.    6.    1.    1.    4.    2.    2.    0.    0.
1.    1.    1.    5.    6.    6.    2.    2.
 210.  *    2.    3.    7.    6.    6.    1.    2.    4.    3.    2.    0.    1.
2.    2.    2.    5.    6.    5.    2.    1.
 220.  *    2.    2.    5.    4.    4.    2.    3.    5.    3.    2.    1.    1.
4.    4.    3.    4.    4.    3.    1.    0.
 230.  *    1.    2.    3.    2.    2.    3.    4.    6.    4.    3.    1.    2.
6.    5.    4.    2.    2.    2.    0.    0.
 240.  *    1.    2.    2.    1.    1.    4.    4.    6.    5.    3.    1.    3.
6.    6.    4.    2.    1.    1.    0.    0.
 250.  *    1.    1.    2.    1.    0.    4.    4.    6.    6.    3.    1.    3.
6.    6.    4.    2.    1.    0.    0.    0.
 260.  *    0.    1.    2.    1.    0.    4.    5.    5.    6.    4.    2.    3.
6.    6.    4.    1.    1.    0.    0.    0.
 270.  *    0.    1.    2.    1.    0.    5.    5.    5.    5.    4.    2.    4.
5.    6.    4.    1.    1.    0.    0.    0.
 280.  *    0.    1.    2.    0.    0.    5.    4.    5.    5.    4.    2.    4.
4.    6.    4.    1.    0.    0.    0.    0.
 290.  *    0.    1.    2.    0.    0.    4.    4.    5.    5.    4.    2.    4.
4.    6.    5.    1.    0.    0.    0.    0.
 300.  *    0.    1.    1.    0.    0.    4.    4.    5.    4.    5.    2.    3.
4.    6.    5.    0.    0.    0.    0.    0.
 310.  *    0.    0.    1.    0.    0.    4.    4.    5.    4.    4.    2.    3.
4.    6.    6.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    4.    4.    4.    3.    3.    3.
4.    5.    5.    0.    0.    1.    1.    0.
 330.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    3.    4.    4.
4.    5.    5.    0.    0.    1.    1.    0.
 340.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    5.    4.
4.    5.    5.    0.    0.    2.    1.    0.
 350.  *    0.    0.    0.    0.    0.    3.    4.    4.    3.    2.    5.    5.
5.    5.    6.    0.    1.    2.    1.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    4.    3.    2.    5.    5.
5.    6.    6.    0.    1.    2.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    4.    5.    8.    6.    6.    5.    5.    6.    6.    5.    5.    5.
6.    6.    7.    8.    7.    7.    5.    4.
 DEGR. *  170   150   200   200   200   270   260   240   260   300   350     0
250   260    20    70    70    80    90   100
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	1.	1.	2.	1.	0.
10.	*	1.	1.	2.	1.	1.
20.	*	1.	1.	2.	1.	1.
30.	*	1.	2.	2.	1.	1.
40.	*	1.	1.	1.	1.	0.
50.	*	1.	1.	1.	0.	0.
60.	*	0.	1.	1.	1.	1.
70.	*	1.	1.	2.	2.	2.
80.	*	1.	2.	4.	3.	2.
90.	*	2.	2.	4.	3.	2.
100.	*	1.	2.	4.	3.	2.
110.	*	1.	2.	3.	3.	2.
120.	*	1.	2.	3.	3.	2.
130.	*	1.	2.	3.	3.	2.
140.	*	2.	2.	3.	2.	2.
150.	*	2.	2.	3.	3.	3.
160.	*	2.	2.	3.	3.	3.
170.	*	2.	2.	3.	3.	3.
180.	*	2.	2.	4.	3.	3.
190.	*	2.	3.	4.	3.	3.
200.	*	3.	4.	5.	4.	3.
210.	*	4.	5.	6.	5.	4.
220.	*	5.	6.	7.	6.	5.
230.	*	4.	5.	7.	7.	6.
240.	*	3.	4.	6.	6.	6.
250.	*	2.	4.	4.	4.	4.
260.	*	2.	3.	4.	3.	3.
270.	*	1.	2.	3.	3.	2.
280.	*	1.	2.	3.	2.	1.
290.	*	1.	2.	3.	2.	1.
300.	*	0.	2.	3.	2.	1.
310.	*	0.	2.	2.	2.	1.
320.	*	0.	2.	2.	1.	1.
330.	*	0.	2.	2.	1.	0.
340.	*	0.	1.	2.	1.	0.
350.	*	1.	1.	2.	1.	0.
360.	*	1.	1.	2.	1.	0.
MAX	*	5.	6.	7.	7.	6.
DEGR.	*	220	220	220	230	230

THE HIGHEST CONCENTRATION OF 8. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35:11

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG      0. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017BD


      DATE :  2/13/12
      TIME : 10:35:11

       1. Fen/Brook SB LTT    *      90       66       3.0      1027       1600
 0.07      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       993       1600
 0.07      1        3
       3. Fen/Brook EB L      *      90       47       3.0       682       1600
 0.07      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       648       1600
 0.07      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.07      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       797       1600
 0.07      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1148       1600
 0.07      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.07      1        3
```

9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.07	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600
0.07	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.07	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.07	1	3				
13. Full/Brook SB TR	*	90	58	3.0	546	1600
0.07	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	202	1600
0.07	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	589	1600
0.07	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.07	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.07	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600
0.07	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.07	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.07	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

♀

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35:11

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

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JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	
10.	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	0.	1.	3.	3.	2.	0.	0.	0.	0.	
20.	0.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	1.	3.	3.	3.	1.	1.	1.	0.	0.
30.	0.	0.	1.	1.	1.	1.	1.	2.	0.	0.	0.	0.	2.	2.	3.	2.	2.	2.	1.	0.
40.	0.	0.	2.	2.	2.	0.	1.	1.	0.	0.	0.	0.	1.	1.	2.	4.	3.	3.	1.	0.
50.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	1.	0.	1.	4.	4.	4.	1.	0.
60.	0.	1.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	4.	2.	0.
70.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	4.	3.	2.	0.
80.	0.	1.	2.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.

```
  90.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 100.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    1.    2.    3.    3.    2.    1.
 110.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 120.  *    1.    2.    2.    2.    1.    0.    0.    0.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    1.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    3.    3.    2.    1.
 140.  *    2.    2.    3.    3.    2.    0.    0.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    2.    1.
 150.  *    2.    2.    3.    3.    2.    0.    1.    1.    1.    1.    1.    1.
1.    1.    1.    2.    2.    3.    1.    1.
 160.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
1.    1.    0.    2.    2.    3.    1.    1.
 170.  *    1.    2.    3.    3.    2.    1.    1.    1.    1.    1.    1.    1.
0.    0.    0.    2.    2.    3.    1.    1.
 180.  *    1.    2.    4.    3.    3.    0.    0.    1.    1.    1.    1.    1.
0.    0.    0.    2.    2.    3.    1.    1.
 190.  *    1.    2.    4.    3.    3.    0.    0.    1.    0.    1.    1.    0.
0.    0.    1.    3.    2.    3.    1.    1.
 200.  *    1.    2.    4.    4.    4.    1.    1.    2.    1.    1.    1.    1.
1.    1.    2.    4.    3.    4.    2.    2.
 210.  *    1.    2.    4.    4.    4.    2.    2.    3.    1.    1.    1.    1.
2.    2.    3.    5.    4.    4.    2.    1.
 220.  *    1.    2.    3.    3.    3.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    4.    3.    3.    1.    1.
 230.  *    0.    0.    2.    1.    1.    3.    3.    4.    2.    2.    2.    2.
3.    2.    3.    2.    2.    1.    0.    0.
 240.  *    0.    0.    1.    0.    0.    2.    3.    3.    1.    1.    2.    1.
2.    1.    2.    1.    0.    0.    0.    0.
 250.  *    0.    0.    1.    0.    0.    2.    2.    3.    1.    1.    1.    1.
2.    1.    2.    0.    0.    0.    0.    0.
 260.  *    0.    0.    1.    0.    0.    2.    2.    3.    1.    0.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    1.    0.    0.    1.    2.    2.    1.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    1.    0.    0.    1.    2.    3.    2.    1.    0.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    1.    2.    2.    2.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    2.
2.    2.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    1.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    2.
3.    2.    1.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    1.    1.
3.    2.    1.    0.    0.    1.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    0.    1.
3.    3.    2.    0.    0.    1.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    0.    0.    1.
3.    3.    2.    0.    0.    1.    0.    0.

------*-------------------------------------------------------------------------------
------------------------------------------
 MAX   *    2.    2.    4.    4.    4.    3.    3.    4.    2.    2.    2.    2.
3.    3.    4.    5.    4.    4.    2.    2.
 DEGR. *  140   150   200   200   210   220   230   220   220   230   230   230
220    10   220   210    50   210   100   200
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JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
10.	*	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
20.	*	0.	0.	0.	0.	0.	2.	3.	3.	1.	1.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	2.	3.	3.	3.	0.	0.	1.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	1.	1.	3.	4.	4.	0.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.	1.	2.	3.	1.	0.	0.	1.	3.	4.	4.	0.	0.	1.	0.	0.
60.	*	0.	0.	0.	0.	0.	1.	2.	2.	0.	0.	0.	1.	3.	3.	3.	1.	1.	1.	0.	0.
70.	*	0.	0.	1.	1.	0.	0.	1.	1.	0.	0.	0.	0.	2.	2.	2.	2.	2.	2.	0.	0.
80.	*	0.	0.	2.	2.	1.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	3.	3.	3.	1.	0.
90.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	4.	1.	0.
100.	*	0.	1.	3.	2.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	4.	3.	2.	1.
110.	*	0.	1.	3.	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
120.	*	1.	1.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
130.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	1.
140.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
150.	*	1.	2.	3.	2.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	2.
160.	*	2.	2.	3.	3.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	3.	2.	2.
170.	*	2.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.
180.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.
190.	*	1.	2.	3.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	3.	2.	1.

```
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 210.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    1.    1.
 220.  *    2.    2.    4.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    4.    2.    1.
 230.  *    2.    3.    5.    4.    4.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    3.    4.    4.    2.    2.
 240.  *    2.    2.    5.    4.    5.    2.    2.    2.    1.    1.    0.    1.
2.    1.    2.    3.    4.    4.    2.    2.
 250.  *    1.    1.    3.    3.    3.    3.    3.    4.    2.    1.    1.    1.
3.    3.    2.    2.    3.    3.    1.    1.
 260.  *    0.    1.    2.    2.    2.    4.    4.    4.    2.    2.    2.    2.
4.    3.    3.    1.    1.    1.    1.    0.
 270.  *    0.    1.    1.    1.    1.    4.    4.    4.    2.    2.    1.    2.
4.    3.    3.    1.    1.    1.    0.    0.
 280.  *    0.    1.    1.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    3.    2.    0.    0.    0.    0.    0.
 290.  *    1.    1.    1.    0.    0.    4.    4.    4.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    0.
 300.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    0.    1.
 310.  *    1.    1.    1.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    2.    0.    0.    0.    1.    1.
 320.  *    0.    1.    1.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    2.    0.    0.    1.    1.    1.
 330.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    2.    2.    2.
3.    3.    3.    0.    1.    0.    1.    1.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
3.    3.    3.    1.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    1.    2.
3.    3.    3.    1.    0.    1.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    1.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    2.    3.    5.    4.    5.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  230   230   230   230   240   270   260   260   320   260   260     0
280    50    40   100   240   240   120   230

 THE HIGHEST CONCENTRATION OF      5. ug/m**3 OCCURRED AT RECEPTOR REC23.
```

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:20

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

160. AG 0. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 0. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3354.5 3817.9 * 39.
337. AG 0. 100.0 1.0 20.0 0.32 2.0
22. Boyl/Jersey WB * 4012.7 3973.4 6722.7 4912.5 * 2868.
71. AG 0. 100.0 1.0 20.0 1.82 145.7
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -372.9 2125.0 * 4689.
247. AG 0. 100.0 1.0 10.0 1.45 238.2
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 0. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 708. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2145. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1455. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2642. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1503. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1367. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2398. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1422. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1185. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2480. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2498. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 318. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2589. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:20

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)	*	LENGTH

BRG TYPE VPH EF H W V/C QUEUE

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2502.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	119.	0.0	1.0 42.0

♀

JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:20

1.	Fen/Brook SB LTT	*	90	66	3.0	1027	1600	0.07	1	3			
2.	Fen/Brook NB TTR	*	90	66	3.0	993	1600	0.07	1	3			
3.	Fen/Brook EB L	*	90	47	3.0	682	1600	0.07	1	3			
4.	Fen/Brook EB LTT	*	90	47	3.0	648	1600	0.07	1	3			
5.	Fen/Brook R	*	90	47	3.0	125	1600	0.07	1	3			
6.	Park/Brook SB TTR	*	90	56	3.0	797	1600	0.07	1	3			
7.	Park/Brook WB LLR	*	90	61	3.0	1148	1600	0.07	1	3			
8.	Park/Brook NWB LTTT	*	90	63	3.0	655	1600	0.07	1	3			
9.	Park/Brook NWB R	*	90	63	3.0	125	1600	0.07	1	3			
10.	Park/Brook NEB LTT	*	90	61	3.0	490	1600	0.07	1	3			
11.	Park/Brook NEB RR	*	90	61	3.0	1125	1600	0.07	1	3			
12.	Full/Brook SB L	*	90	68	3.0	50	1600	0.07	1	3			
13.	Full/Brook SB TR	*	90	58	3.0	546	1600	0.07	1	3			
14.	Full/Brook WB LTR	*	90	32	3.0	202	1600	0.07	1	3			
15.	Full/Brook NB LTR	*	90	68	3.0	589	1600	0.07	1	3			
16.	Full/Brook EB L	*	90	22	3.0	115	1600	0.07	1	3			
17.	Full/Brook EB TR	*	90	32	3.0	350	1600	0.07	1	3			
18.	Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	0.07	1	3			
19.	Kil/Boyl NB LTR	*	90	66	3.0	80	1600	0.07	1	3			
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	0.07	1	3			
21.	Kil/Boyl SB LTR	*	90	66	3.0	219	1600	0.07	1	3			
22.	Boyl/Jersey WB	*	87	65	3.0	1134	1600	0.07	1	3			
23.	Boyl/Jersey EB L	*	87	30	3.0	27	1600	0.07	1	3			

24. Boyl/Jersey EB TTR	*	87	30	3.0	1387	1600
0.07	1	3				
25. Boyl/Jersey NB LTR	*	87	47	3.0	193	1600
0.07	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Boyl/Jersey NE1	*	3941.9	4156.2	6.0	*
2. Boyl/Jersey NE2	*	3967.3	4085.6	0.0	*
3. Boyl/Jersey NE3	*	3992.7	4015.0	6.0	*
4. Boyl/Jersey NE4	*	4063.2	4040.6	6.0	*
5. Boyl/Jersey NE5	*	4133.7	4066.1	6.0	*
6. Boyl/Jersey SE1	*	4174.0	3963.7	6.0	*
7. Boyl/Jersey SE2	*	4103.5	3938.2	6.0	*
8. Boyl/Jersey SE3	*	4033.0	3912.6	6.0	*
9. Boyl/Jersey SE4	*	4062.4	3843.6	6.0	*
10. Boyl/Jersey SE5	*	4091.8	3774.6	6.0	*
11. Boyl/Jersey SW1	*	4033.4	3753.7	6.0	*
12. Boyl/Jersey SW2	*	4003.9	3822.7	6.0	*
13. Boyl/Jersey SW3	*	3974.5	3891.7	6.0	*
14. Boyl/Jersey SW4	*	3903.8	3866.7	6.0	*
15. Boyl/Jersey SW5	*	3833.1	3841.6	6.0	*
16. Boyl/Jersey NW1	*	3792.9	3944.1	6.0	*
17. Boyl/Jersey NW2	*	3863.6	3969.1	6.0	*
18. Boyl/Jersey NW3	*	3934.3	3994.1	6.0	*
19. Boyl/Jersey NW4	*	3908.9	4064.7	6.0	*
20. Boyl/Jersey NW5	*	3883.5	4135.3	6.0	*

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

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

```
4.    4.    4.    0.    0.    0.    0.    0.
  60.  *    0.    0.    1.    1.    0.    2.    3.    4.    1.    0.    0.    1.
4.    4.    4.    1.    1.    1.    0.    0.
  70.  *    0.    0.    2.    2.    1.    2.    2.    2.    0.    0.    0.    1.
3.    3.    3.    2.    2.    2.    0.    0.
  80.  *    0.    1.    4.    3.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    4.    4.    4.    1.    0.
  90.  *    0.    1.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    4.    4.    4.    2.    1.
 100.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    4.    4.    4.    2.    1.
 110.  *    1.    2.    4.    4.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 120.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 130.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 140.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 150.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 160.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 170.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 180.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    2.    1.
 190.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    3.    2.    1.
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 210.  *    1.    2.    3.    4.    4.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 220.  *    1.    2.    3.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 230.  *    1.    2.    4.    4.    4.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    4.    2.    1.
 240.  *    1.    2.    4.    4.    4.    2.    2.    2.    0.    0.    0.    0.
2.    1.    2.    4.    4.    4.    2.    2.
 250.  *    0.    1.    3.    3.    3.    3.    3.    3.    1.    1.    1.    1.
3.    3.    3.    3.    3.    3.    1.    0.
 260.  *    0.    0.    1.    1.    1.    4.    4.    4.    2.    1.    1.    2.
4.    4.    3.    1.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    4.    3.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    1.    1.    2.
4.    3.    3.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    4.    4.    4.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    4.    4.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    2.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    2.    2.
3.    3.    3.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    3.    3.    3.    2.    1.    1.    2.
3.    2.    2.    0.    0.    0.    0.    0.
```

```
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    2.    4.    4.    4.    4.    4.    4.    2.    2.    2.    2.
4.    4.    4.    4.    4.    4.    2.    2.
 DEGR. *  230   120    90   240   230   260   270   260   290   290    20    30
50    50    60    90    90    90   110   240

 THE HIGHEST CONCENTRATION OF      4. ug/m**3 OCCURRED AT RECEPTOR REC5 .
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:34:39

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2.	Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3.	Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5.	Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7.	Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9.	Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10.	Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11.	Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12.	Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14.	Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15.	Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16.	Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17.	Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG      0. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                      RUN: 2017BD


      DATE :  2/13/12
      TIME : 10:34:39

       1. Fen/Brook SB LTT    *      90       66       3.0      1027       1600
 0.04      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       993       1600
 0.04      1        3
       3. Fen/Brook EB L      *      90       47       3.0       682       1600
 0.04      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       648       1600
 0.04      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.04      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       797       1600
 0.04      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1148       1600
 0.04      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.04      1        3
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9. Park/Brook NWB R	*	90	63	3.0	125	1600
0.04	1	3				
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600
0.04	1	3				
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600
0.04	1	3				
12. Full/Brook SB L	*	90	68	3.0	50	1600
0.04	1	3				
13. Full/Brook SB TR	*	90	58	3.0	546	1600
0.04	1	3				
14. Full/Brook WB LTR	*	90	32	3.0	202	1600
0.04	1	3				
15. Full/Brook NB LTR	*	90	68	3.0	589	1600
0.04	1	3				
16. Full/Brook EB L	*	90	22	3.0	115	1600
0.04	1	3				
17. Full/Brook EB TR	*	90	32	3.0	350	1600
0.04	1	3				
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600
0.04	1	3				
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600
0.04	1	3				
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600
0.04	1	3				
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600
0.04	1	3				

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Fen/Brook NE1	*	2388.0	3449.3	6.0	*
2. Fen/Brook NE2	*	2440.9	3396.2	6.0	*
3. Fen/Brook NE3	*	2493.8	3343.0	6.0	*
4. Fen/Brook NE4	*	2543.5	3399.1	6.0	*
5. Fen/Brook NE5	*	2593.3	3455.2	6.0	*
6. Fen/Brook SE1	*	2660.7	3365.5	6.0	*
7. Fen/Brook SE2	*	2613.3	3307.2	6.0	*
8. Fen/Brook SE3	*	2561.2	3253.2	6.0	*
9. Fen/Brook SE4	*	2605.2	3192.5	6.0	*
10. Fen/Brook SE5	*	2649.2	3131.7	6.0	*
11. Fen/Brook SW1	*	2586.9	3091.6	6.0	*
12. Fen/Brook SW2	*	2542.9	3152.3	6.0	*
13. Fen/Brook SW3	*	2498.9	3213.1	6.0	*
14. Fen/Brook SW4	*	2455.2	3152.1	6.0	*
15. Fen/Brook SW5	*	2411.5	3091.2	6.0	*
16. Fen/Brook NW1	*	2351.1	3154.7	6.0	*
17. Fen/Brook NW2	*	2394.9	3215.6	6.0	*
18. Fen/Brook NW3	*	2438.6	3276.5	6.0	*
19. Fen/Brook NW4	*	2385.7	3329.7	6.0	*
20. Fen/Brook NW5	*	2332.8	3382.8	6.0	*
21. Park/Brook NE1	*	2565.8	3655.2	6.0	*
22. Park/Brook NE2	*	2619.6	3603.0	6.0	*
23. Park/Brook NE3	*	2673.4	3550.7	6.0	*
24. Park/Brook NE4	*	2717.8	3611.1	6.0	*
25. Park/Brook NE5	*	2762.3	3671.5	6.0	*
26. Park/Brook SE1	*	2897.9	3502.4	6.0	*
27. Park/Brook SE2	*	2826.4	3479.7	6.0	*
28. Park/Brook SE3	*	2755.0	3456.9	6.0	*
29. Park/Brook SE4	*	2798.9	3396.1	6.0	*
30. Park/Brook SE5	*	2842.8	3335.3	6.0	*

♀

DATE : 2/13/12
TIME : 10:34:39

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Park/Brook SW1	2775.2	3282.0	6.0
32. Park/Brook SW2	2731.3	3342.8	6.0
33. Park/Brook SW3	2687.4	3403.6	6.0
34. Park/Brook SW4	2641.8	3344.1	6.0
35. Park/Brook SW5	2596.0	3284.7	6.0
36. Park/Brook NW1	2522.5	3369.6	6.0
37. Park/Brook NW2	2568.2	3429.1	6.0
38. Park/Brook NW3	2613.9	3488.5	6.0
39. Park/Brook NW4	2560.1	3540.8	6.0
40. Park/Brook NW5	2506.4	3593.1	6.0
41. Park/Brook E1	2885.6	3693.8	6.0
42. Park/Brook E2	2841.1	3633.4	6.0
43. Park/Brook E3	2796.6	3573.0	6.0
44. Park/Brook E4	2868.1	3595.8	6.0
45. Park/Brook E5	2939.6	3618.5	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0. *	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	2.	2.	2.	2.	3.	0.	0.	1.	1.	0.
10. *	0.	0.	0.	0.	0.	2.	3.	3.	2.	1.	2.	2.	3.	3.	3.	0.	0.	1.	1.	0.
20. *	0.	0.	0.	0.	1.	3.	3.	3.	2.	1.	2.	2.	4.	3.	3.	0.	1.	1.	1.	0.
30. *	0.	0.	1.	1.	1.	2.	3.	3.	2.	1.	1.	2.	4.	4.	4.	1.	1.	2.	1.	1.
40. *	0.	0.	2.	2.	2.	2.	2.	2.	2.	1.	1.	1.	4.	4.	3.	2.	2.	2.	1.	1.
50. *	0.	1.	3.	3.	3.	2.	2.	2.	1.	1.	1.	1.	4.	3.	2.	3.	3.	4.	2.	1.
60. *	1.	1.	4.	3.	3.	2.	1.	1.	1.	0.	0.	1.	3.	2.	2.	3.	3.	4.	2.	1.

```
3.    2.    1.    3.    3.    4.    2.    1.
  70.  *    1.    2.    4.    3.    4.    1.    1.    1.    0.    0.    0.    1.
2.    1.    1.    2.    2.    3.    3.    2.
  80.  *    1.    2.    4.    3.    3.    1.    1.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    3.    3.    2.
  90.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    1.    0.    2.    2.    2.    2.    2.
 100.  *    1.    2.    3.    3.    3.    1.    0.    0.    0.    0.    0.    1.
1.    0.    0.    1.    2.    2.    2.    2.
 110.  *    1.    2.    2.    3.    3.    1.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    2.    2.
 120.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    1.    2.
 130.  *    1.    1.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    2.    1.    1.
 140.  *    1.    1.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    1.    1.    1.    1.
 160.  *    2.    2.    2.    3.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 170.  *    2.    2.    2.    3.    3.    0.    0.    0.    0.    0.    0.    0.
1.    0.    0.    1.    2.    2.    1.    0.
 180.  *    1.    2.    2.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    0.    0.    1.    2.    2.    1.    0.
 190.  *    1.    2.    2.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    1.    0.    1.    2.    2.    1.    0.
 200.  *    1.    2.    3.    3.    3.    0.    0.    0.    1.    0.    0.    0.
1.    1.    1.    1.    2.    2.    0.    0.
 210.  *    1.    1.    2.    2.    3.    1.    1.    1.    1.    0.    0.    0.
2.    2.    2.    1.    1.    1.    0.    0.
 220.  *    1.    1.    2.    2.    2.    2.    2.    1.    1.    1.    0.    0.
3.    2.    2.    0.    1.    1.    0.    0.
 230.  *    0.    1.    1.    1.    1.    2.    2.    2.    2.    1.    1.    1.
3.    3.    2.    0.    0.    0.    0.    0.
 240.  *    0.    1.    1.    0.    0.    3.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 250.  *    0.    1.    1.    1.    0.    3.    2.    2.    1.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    3.    2.    2.    2.    1.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    3.    3.    2.    1.    1.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    3.    3.    2.    1.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    3.    2.    1.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    3.    2.    2.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
1.    2.    2.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    1.
2.    2.    2.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    3.    2.    2.    1.    1.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
2.    2.    2.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    2.    3.    3.    2.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
```

```
-----------------------------------------
 MAX   *    2.    2.    4.    3.    4.    3.    3.    3.    2.    1.    2.    2.
4.    4.    4.    3.    3.    4.    3.    2.
 DEGR. *  160   190    60    60    70   260    10    30     0   320    10    10
40    30    30    50    60    60    70    80
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

```
 WIND  * CONCENTRATION
 ANGLE *      (ug/m**3)
 (DEGR)* 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.    1.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  10.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.
  20.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    1.    1.    1.    0.
  30.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    0.    1.    3.
3.    2.    3.    1.    1.    1.    1.    0.
  40.  *    0.    0.    1.    1.    1.    1.    2.    2.    1.    0.    1.    2.
2.    2.    2.    2.    2.    2.    1.    1.
  50.  *    0.    0.    2.    1.    1.    2.    2.    2.    1.    0.    1.    2.
2.    2.    2.    3.    3.    2.    1.    1.
  60.  *    0.    0.    2.    2.    1.    1.    2.    2.    1.    0.    1.    2.
2.    2.    1.    4.    3.    3.    1.    1.
  70.  *    0.    1.    2.    2.    1.    1.    1.    2.    0.    0.    1.    2.
2.    1.    1.    4.    3.    4.    2.    1.
  80.  *    0.    1.    3.    2.    1.    0.    1.    1.    0.    0.    1.    1.
1.    1.    1.    4.    3.    4.    2.    2.
  90.  *    1.    1.    3.    2.    2.    0.    0.    0.    0.    0.    1.    1.
1.    1.    0.    3.    2.    3.    2.    2.
 100.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    1.    1.
2.    1.    0.    3.    3.    3.    2.    2.
 110.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    2.    3.    2.    2.
 120.  *    1.    2.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
2.    0.    0.    3.    3.    3.    2.    2.
 130.  *    1.    2.    2.    2.    2.    0.    0.    0.    0.    0.    0.    1.
1.    0.    0.    3.    2.    3.    2.    2.
 140.  *    2.    2.    3.    2.    2.    0.    0.    1.    0.    0.    0.    0.
1.    0.    0.    3.    2.    2.    2.    1.
 150.  *    2.    2.    3.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    3.    3.    2.    1.    1.
 160.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    2.    3.    2.    1.    1.
 170.  *    2.    2.    3.    3.    2.    0.    0.    2.    1.    0.    0.    0.
```

```
0.    0.    0.    2.    3.    2.    2.    1.
 180.  *    2.    2.    3.    3.    3.    0.    0.    2.    1.    0.    0.    0.
0.    0.    0.    2.    3.    3.    2.    1.
 190.  *    2.    2.    4.    3.    3.    0.    0.    2.    1.    1.    0.    0.
0.    0.    0.    3.    3.    3.    2.    1.
 200.  *    1.    2.    4.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    0.    3.    3.    3.    1.    1.
 210.  *    1.    2.    4.    3.    3.    0.    1.    2.    1.    1.    0.    0.
1.    1.    1.    2.    3.    3.    1.    0.
 220.  *    1.    1.    2.    2.    2.    1.    2.    2.    2.    1.    0.    1.
2.    2.    1.    2.    2.    2.    0.    0.
 230.  *    1.    1.    1.    1.    1.    1.    2.    3.    2.    1.    0.    1.
3.    2.    2.    1.    1.    1.    0.    0.
 240.  *    0.    1.    1.    0.    0.    2.    2.    3.    2.    1.    1.    1.
3.    3.    2.    1.    1.    0.    0.    0.
 250.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 260.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
3.    3.    2.    1.    0.    0.    0.    0.
 270.  *    0.    1.    1.    0.    0.    2.    2.    3.    3.    2.    1.    2.
2.    3.    2.    1.    0.    0.    0.    0.
 280.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    2.    0.    0.    0.    0.    0.
 290.  *    0.    1.    1.    0.    0.    2.    2.    2.    2.    2.    1.    2.
2.    3.    2.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    3.    2.    2.    1.    1.
2.    3.    3.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    1.    1.
2.    3.    3.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    2.    2.    2.    1.
2.    2.    3.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    2.    2.
2.    2.    3.    0.    0.    1.    1.    0.
 360.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    2.    3.
3.    3.    3.    0.    0.    1.    1.    0.

------*-------------------------------------------------------------------------
----------------------------------------
 MAX   *    2.    2.    4.    3.    3.    2.    2.    3.    3.    2.    2.    3.
3.    3.    3.    4.    3.    4.    2.    2.
 DEGR. *  150   150   200   200   210   270   240   230   260   280   350     0
250   270    20    70   200    80    90   100
```

♀

JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION

ANGLE (DEGR)	*	(ug/m**3) REC41	REC42	REC43	REC44	REC45
0.	*	0.	1.	1.	0.	0.
10.	*	0.	0.	1.	0.	0.
20.	*	0.	1.	1.	0.	0.
30.	*	1.	1.	1.	0.	0.
40.	*	1.	0.	1.	0.	0.
50.	*	0.	0.	0.	0.	0.
60.	*	0.	0.	1.	0.	0.
70.	*	0.	0.	1.	1.	1.
80.	*	1.	1.	2.	1.	1.
90.	*	1.	1.	2.	2.	1.
100.	*	1.	1.	2.	2.	1.
110.	*	1.	1.	2.	1.	1.
120.	*	1.	1.	2.	1.	1.
130.	*	1.	1.	1.	1.	1.
140.	*	1.	1.	1.	1.	1.
150.	*	1.	1.	1.	1.	1.
160.	*	1.	1.	2.	1.	1.
170.	*	1.	1.	2.	1.	1.
180.	*	1.	1.	2.	1.	1.
190.	*	1.	2.	2.	2.	1.
200.	*	1.	2.	2.	2.	2.
210.	*	2.	2.	3.	3.	2.
220.	*	2.	3.	3.	3.	2.
230.	*	2.	3.	3.	3.	3.
240.	*	2.	2.	3.	3.	3.
250.	*	1.	2.	2.	2.	2.
260.	*	1.	2.	2.	2.	1.
270.	*	1.	1.	2.	1.	1.
280.	*	0.	1.	1.	1.	1.
290.	*	0.	1.	1.	1.	0.
300.	*	0.	1.	1.	1.	0.
310.	*	0.	1.	1.	1.	0.
320.	*	0.	1.	1.	1.	0.
330.	*	0.	1.	1.	1.	0.
340.	*	0.	1.	1.	1.	0.
350.	*	0.	1.	1.	0.	0.
360.	*	0.	1.	1.	0.	0.
MAX	*	3.	3.	3.	3.	3.
DEGR.	*	220	220	230	230	230

THE HIGHEST CONCENTRATION OF 4. ug/m**3 OCCURRED AT RECEPTOR REC13.

♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35:18

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1.	Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52 104.3
2.	Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47 95.3
3.	Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01 18.9
4.	Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48 4.2
5.	Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19 1.6
6.	Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51 4.1
7.	Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35 90.6
8.	Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56 3.8
9.	Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32 2.2
10.	Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58 4.2
11.	Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32 84.3
12.	Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17 0.9
13.	Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14 48.0
14.	Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11 0.9
15.	Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95 163.0
16.	Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10 0.7
17.	Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37 3.1
18.	Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51 3.7
19.	Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.							

```
160. AG      0. 100.0   1.0 10.0 0.24   1.5
      20. Kil/Boyl EB LTTR    *   3362.7    3705.5    3279.5    3675.1 *      89.
250. AG      0. 100.0   1.0 20.0 0.62   4.5
      21. Kil/Boyl SB LTR     *   3369.9    3781.7    3354.5    3817.9 *      39.
337. AG      0. 100.0   1.0 20.0 0.32   2.0
      22. Fenway/Brook East   *   2492.7    3284.8    2635.6    3087.4 *     244.
144. AG    708.   0.0   1.0 54.0
      23. Fenway/Brook South  *   2481.8    3262.9    2347.3    3075.6 *     231.
216. AG   2145.   0.0   1.0 66.0
      24. Fenway/Brook West   *   2496.9    3278.9    2354.0    3422.5 *     203.
315. AG   1455.   0.0   1.0 66.0
      25. Fenway/Brook North  *   2497.8    3264.6    2608.7    3389.7 *     167.
42. AG   2625.   0.0   1.0 90.0
      26. Park/Brook East     *   2668.4    3503.3    2838.2    3268.1 *     290.
144. AG   1905.   0.0   1.0 66.0
      27. Park/Brook South    *   2670.1    3471.4    2544.9    3308.5 *     206.
218. AG   2642.   0.0   1.0 90.0
      28. Park/Brook West     *   2677.7    3486.5    2522.2    3637.7 *     217.
314. AG   1503.   0.0   1.0 66.0
      29. Park/Brook North    *   2678.0    3484.5    2828.7    3689.1 *     254.
36. AG   1367.   0.0   1.0 66.0
      30. Park/Brook NE       *   2680.1    3484.5    3009.6    3589.4 *     346.
72. AG   2398.   0.0   1.0 78.0
      31. Full/Brook East     *   3121.6    4073.0    3190.6    4017.1 *      89.
129. AG    410.   0.0   1.0 42.0
      32. Full/Brook South    *   3132.1    4073.0    3066.2    3977.4 *     116.
215. AG   1422.   0.0   1.0 54.0
      33. Full/Brook West     *   3123.7    4075.1    3025.4    4138.3 *     117.
303. AG    680.   0.0   1.0 42.0
      34. Full/Brook North    *   3126.3    4075.6    3215.2    4183.8 *     140.
39. AG   1185.   0.0   1.0 54.0
      35. Kil/Boyl East       *   3388.3    3729.8    3597.8    3805.8 *     223.
70. AG   2480.   0.0   1.0 90.0
      36. Kil/Boyl South      *   3388.3    3729.8    3483.1    3475.3 *     272.
160. AG    200.   0.0   1.0 54.0
      37. Kil/Boyl West       *   3388.3    3729.8    3170.0    3650.7 *     232.
250. AG   2498.   0.0   1.0 90.0
      38. Kil/Boyl North      *   3388.3    3729.8    3324.9    3904.6 *     186.
340. AG    318.   0.0   1.0 54.0
♀
                          PAGE  2
      JOB: The Point                                    RUN: 2017BD


      DATE :  2/13/12
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       1. Fen/Brook SB LTT    *      90       66       3.0      1027       1600
 0.04      1        3
       2. Fen/Brook NB TTR    *      90       66       3.0       993       1600
 0.04      1        3
       3. Fen/Brook EB L      *      90       47       3.0       682       1600
 0.04      1        3
       4. Fen/Brook EB LTT    *      90       47       3.0       648       1600
 0.04      1        3
       5. Fen/Brook R         *      90       47       3.0       125       1600
 0.04      1        3
       6. Park/Brook SB TTR   *      90       56       3.0       797       1600
 0.04      1        3
       7. Park/Brook WB LLR   *      90       61       3.0      1148       1600
 0.04      1        3
       8. Park/Brook NWB LTTT *      90       63       3.0       655       1600
 0.04      1        3
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9. Park/Brook NWB R	*	90	63	3.0	125	1600	
0.04	1	3					
10. Park/Brook NEB LTT	*	90	61	3.0	490	1600	
0.04	1	3					
11. Park/Brook NEB RR	*	90	61	3.0	1125	1600	
0.04	1	3					
12. Full/Brook SB L	*	90	68	3.0	50	1600	
0.04	1	3					
13. Full/Brook SB TR	*	90	58	3.0	546	1600	
0.04	1	3					
14. Full/Brook WB LTR	*	90	32	3.0	202	1600	
0.04	1	3					
15. Full/Brook NB LTR	*	90	68	3.0	589	1600	
0.04	1	3					
16. Full/Brook EB L	*	90	22	3.0	115	1600	
0.04	1	3					
17. Full/Brook EB TR	*	90	32	3.0	350	1600	
0.04	1	3					
18. Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	
0.04	1	3					
19. Kil/Boyl NB LTR	*	90	66	3.0	80	1600	
0.04	1	3					
20. Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	
0.04	1	3					
21. Kil/Boyl SB LTR	*	90	66	3.0	219	1600	
0.04	1	3					

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. Full/Brook NE1	*	2987.5	4199.6	6.0	*
2. Full/Brook NE2	*	3050.5	4159.0	6.0	*
3. Full/Brook NE3	*	3113.6	4118.5	6.0	*
4. Full/Brook NE4	*	3161.2	4176.4	6.0	*
5. Full/Brook NE5	*	3208.9	4234.3	6.0	*
6. Full/Brook SE1	*	3266.8	4188.3	6.0	*
7. Full/Brook SE2	*	3219.2	4130.4	6.0	*
8. Full/Brook SE3	*	3171.6	4072.4	6.0	*
9. Full/Brook SE4	*	3229.9	4025.2	6.0	*
10. Full/Brook SE5	*	3288.1	3978.0	6.0	*
11. Full/Brook SW1	*	3256.1	3924.2	6.0	*
12. Full/Brook SW2	*	3197.8	3971.4	6.0	*
13. Full/Brook SW3	*	3139.5	4018.6	6.0	*
14. Full/Brook SW4	*	3097.0	3956.9	6.0	*
15. Full/Brook SW5	*	3043.6	3903.3	6.0	*
16. Full/Brook NW1	*	2996.6	3941.7	6.0	*
17. Full/Brook NW2	*	3039.2	4003.5	6.0	*
18. Full/Brook NW3	*	3081.7	4065.2	6.0	*
19. Full/Brook NW4	*	3018.7	4105.8	6.0	*
20. Full/Brook NW5	*	2955.6	4146.4	6.0	*
21. Kil/Boyl NE1	*	3353.1	3935.2	6.0	*
22. Kil/Boyl NE2	*	3378.7	3864.7	6.0	*
23. Kil/Boyl NE3	*	3404.3	3794.2	6.0	*
24. Kil/Boyl NE4	*	3474.8	3819.7	6.0	*
25. Kil/Boyl NE5	*	3545.3	3845.3	6.0	*
26. Kil/Boyl SE1	*	3583.3	3742.1	6.0	*
27. Kil/Boyl SE2	*	3512.8	3716.5	6.0	*
28. Kil/Boyl SE3	*	3442.3	3690.9	6.0	*
29. Kil/Boyl SE4	*	3468.5	3620.6	6.0	*
30. Kil/Boyl SE5	*	3494.7	3550.4	6.0	*

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JOB: The Point RUN: 2017BD

DATE : 2/13/12
TIME : 10:35:18

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
31. Kil/Boyl SW1	3425.1	3525.1	6.0
32. Kil/Boyl SW2	3398.9	3595.4	6.0
33. Kil/Boyl SW3	3372.7	3665.7	6.0
34. Kil/Boyl SW4	3302.2	3640.1	6.0
35. Kil/Boyl SW5	3231.7	3614.5	6.0
36. Kil/Boyl NW1	3192.8	3717.4	6.0
37. Kil/Boyl NW2	3264.2	3743.4	6.0
38. Kil/Boyl NW3	3334.7	3768.9	6.0
39. Kil/Boyl NW4	3309.1	3839.4	6.0
40. Kil/Boyl NW5	3283.6	3909.9	6.0

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JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (ug/m**3) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.
10.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
40.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	2.	2.	2.	0.	0.
50.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
60.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
70.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	0.
80.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	2.	1.	0.

```
  90.  *    0.    0.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 100.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 110.  *    0.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 120.  *    1.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 130.  *    1.    1.    1.    1.    1.    0.    0.    0.    0.    0.    0.    1.
0.    0.    0.    1.    1.    2.    1.    1.
 140.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    0.    1.    1.
0.    0.    0.    1.    1.    2.    1.    1.
 150.  *    1.    1.    2.    1.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 160.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 170.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    1.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 180.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    0.    0.
 190.  *    0.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    0.    2.    1.    2.    1.    1.
 200.  *    1.    1.    2.    2.    2.    0.    0.    1.    0.    0.    0.    0.
0.    0.    1.    2.    2.    2.    1.    1.
 210.  *    1.    1.    2.    2.    2.    1.    1.    2.    0.    0.    0.    0.
1.    1.    2.    2.    2.    2.    1.    1.
 220.  *    0.    1.    2.    1.    2.    2.    2.    2.    1.    1.    1.    1.
1.    1.    2.    2.    2.    1.    0.    0.
 230.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    1.    2.    1.    1.    0.    0.    0.
 240.  *    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 250.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 260.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 270.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    0.    0.    0.
1.    0.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    0.    1.    1.    1.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    0.
1.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    0.    1.    1.    0.    0.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------------
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 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
1.    1.    2.    2.    2.    2.    1.    1.
 DEGR. *  140   210   200   200   210   220   220   220   220   230   230   220
220   220   220   210    50   210   110   200
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JOB: The Point RUN: 2017BD

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (ug/m**3) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
10.	*	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
20.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	1.	1.	2.	2.	1.	0.	0.	0.	0.	0.
30.	*	0.	0.	0.	0.	0.	1.	1.	2.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40.	*	0.	0.	0.	0.	0.	1.	1.	2.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
60.	*	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.	2.	2.	0.	1.	1.	0.	0.
70.	*	0.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	1.	1.	1.	1.	1.	0.	0.
80.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	0.
90.	*	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
100.	*	0.	0.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
110.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.
120.	*	0.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	2.	2.	1.	1.
130.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
140.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
150.	*	0.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	2.	1.	1.
160.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	1.
170.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
180.	*	1.	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.
190.	*	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	1.	1.	0.

```
 200.  *    1.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    0.
 220.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    1.
 230.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 240.  *    0.    1.    2.    2.    2.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
 250.  *    0.    0.    2.    2.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    1.    1.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    1.    1.    1.    0.    0.
 270.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    1.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    1.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    1.    1.    2.    1.    1.    1.    1.
1.    2.    1.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    1.    1.    1.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.

------*-------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  230   230   240   230   230   270   260   260   270   270     0     0
270    30    40    90   240   230   230   230

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC16.
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♀ CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: The Point RUN: 2017BD

DATE : 2/28/12
TIME : 16: 0:27

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

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 ug/m**3

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	*	X1	Y1	X2	Y2	*	(FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1. Fen/Brook SB LTT	*	2519.0	3313.7	3782.3	4933.0	*	2054.	38.	AG	0.	100.0	1.0	20.0	1.52	104.3
2. Fen/Brook NB TTR	*	2473.8	3217.8	1342.8	1721.3	*	1876.	217.	AG	0.	100.0	1.0	20.0	1.47	95.3
3. Fen/Brook EB L	*	2487.6	3319.0	2217.6	3575.2	*	372.	313.	AG	0.	100.0	1.0	10.0	1.01	18.9
4. Fen/Brook EB LTT	*	2476.2	3307.2	2415.1	3363.7	*	83.	313.	AG	0.	100.0	1.0	20.0	0.48	4.2
5. Fen/Brook R	*	2463.2	3293.4	2440.1	3315.7	*	32.	314.	AG	0.	100.0	1.0	10.0	0.19	1.6
6. Park/Brook SB TTR	*	2720.6	3567.6	2770.6	3631.5	*	81.	38.	AG	0.	100.0	1.0	30.0	0.51	4.1
7. Park/Brook WB LLR	*	2765.3	3515.6	4450.0	4102.1	*	1784.	71.	AG	0.	100.0	1.0	20.0	1.35	90.6
8. Park/Brook NWB LTTT	*	2732.1	3402.4	2776.0	3341.5	*	75.	144.	AG	0.	100.0	1.0	30.0	0.56	3.8
9. Park/Brook NWB R	*	2745.1	3420.1	2771.8	3386.2	*	43.	142.	AG	0.	100.0	1.0	10.0	0.32	2.2
10. Park/Brook NEB LTT	*	2649.3	3433.4	2598.2	3369.7	*	82.	219.	AG	0.	100.0	1.0	20.0	0.58	4.2
11. Park/Brook NEB RR	*	2664.7	3417.0	1631.5	2119.2	*	1659.	219.	AG	0.	100.0	1.0	20.0	1.32	84.3
12. Full/Brook SB L	*	3166.2	4125.2	3177.9	4139.7	*	19.	39.	AG	0.	100.0	1.0	10.0	0.17	0.9
13. Full/Brook SB TR	*	3155.1	4133.8	3721.1	4889.6	*	944.	37.	AG	0.	100.0	1.0	10.0	1.14	48.0
14. Full/Brook WB LTR	*	3151.5	4053.3	3165.3	4042.3	*	18.	129.	AG	0.	100.0	1.0	20.0	0.11	0.9
15. Full/Brook NB LTR	*	3116.8	4037.5	1445.4	1297.9	*	3209.	211.	AG	0.	100.0	1.0	10.0	1.95	163.0
16. Full/Brook EB L	*	3097.0	4095.5	3085.7	4103.6	*	14.	305.	AG	0.	100.0	1.0	10.0	0.10	0.7
17. Full/Brook EB TR	*	3090.7	4084.0	3039.7	4117.9	*	61.	304.	AG	0.	100.0	1.0	10.0	0.37	3.1
18. Kil/Boyl WB LTTR	*	3415.2	3753.9	3483.5	3776.9	*	72.	71.	AG	0.	100.0	1.0	20.0	0.51	3.7
19. Kil/Boyl NB LTR	*	3408.0	3689.4	3417.8	3662.2	*	29.								

160. AG 0. 100.0 1.0 10.0 0.24 1.5
20. Kil/Boyl EB LTTR * 3362.7 3705.5 3279.5 3675.1 * 89.
250. AG 0. 100.0 1.0 20.0 0.62 4.5
21. Kil/Boyl SB LTR * 3369.9 3781.7 3354.5 3817.9 * 39.
337. AG 0. 100.0 1.0 20.0 0.32 2.0
22. Boyl/Jersey WB * 4012.7 3973.4 6722.7 4912.5 * 2868.
71. AG 0. 100.0 1.0 20.0 1.82 145.7
23. Boyl/Jersey EB L * 3952.6 3939.0 3948.3 3937.6 * 4.
252. AG 0. 100.0 1.0 10.0 0.03 0.2
24. Boyl/Jersey EB TTR * 3957.7 3922.9 -372.9 2125.0 * 4689.
247. AG 0. 100.0 1.0 10.0 1.45 238.2
25. Boyl/Jersey NB LTR * 4009.3 3914.7 4024.8 3867.5 * 50.
162. AG 0. 100.0 1.0 10.0 0.30 2.5
26. Fenway/Brook East * 2492.7 3284.8 2635.6 3087.4 * 244.
144. AG 708. 0.0 1.0 54.0
27. Fenway/Brook South * 2481.8 3262.9 2347.3 3075.6 * 231.
216. AG 2145. 0.0 1.0 66.0
28. Fenway/Brook West * 2496.9 3278.9 2354.0 3422.5 * 203.
315. AG 1455. 0.0 1.0 66.0
29. Fenway/Brook North * 2497.8 3264.6 2608.7 3389.7 * 167.
42. AG 2625. 0.0 1.0 90.0
30. Park/Brook East * 2668.4 3503.3 2838.2 3268.1 * 290.
144. AG 1905. 0.0 1.0 66.0
31. Park/Brook South * 2670.1 3471.4 2544.9 3308.5 * 206.
218. AG 2642. 0.0 1.0 90.0
32. Park/Brook West * 2677.7 3486.5 2522.2 3637.7 * 217.
314. AG 1503. 0.0 1.0 66.0
33. Park/Brook North * 2678.0 3484.5 2828.7 3689.1 * 254.
36. AG 1367. 0.0 1.0 66.0
34. Park/Brook NE * 2680.1 3484.5 3009.6 3589.4 * 346.
72. AG 2398. 0.0 1.0 78.0
35. Full/Brook East * 3121.6 4073.0 3190.6 4017.1 * 89.
129. AG 410. 0.0 1.0 42.0
36. Full/Brook South * 3132.1 4073.0 3066.2 3977.4 * 116.
215. AG 1422. 0.0 1.0 54.0
37. Full/Brook West * 3123.7 4075.1 3025.4 4138.3 * 117.
303. AG 680. 0.0 1.0 42.0
38. Full/Brook North * 3126.3 4075.6 3215.2 4183.8 * 140.
39. AG 1185. 0.0 1.0 54.0
39. Kil/Boyl East * 3388.3 3729.8 3597.8 3805.8 * 223.
70. AG 2480. 0.0 1.0 90.0
40. Kil/Boyl South * 3388.3 3729.8 3483.1 3475.3 * 272.
160. AG 200. 0.0 1.0 54.0
41. Kil/Boyl West * 3388.3 3729.8 3170.0 3650.7 * 232.
250. AG 2498. 0.0 1.0 90.0
42. Kil/Boyl North * 3388.3 3729.8 3324.9 3904.6 * 186.
340. AG 318. 0.0 1.0 54.0
43. Boyl/Jersey E * 3982.1 3952.7 4252.9 4050.8 * 288.
70. AG 2589. 0.0 1.0 90.0
44. Boyl/Jersey S * 3982.1 3952.7 4053.0 3786.6 * 181.
157. AG 272. 0.0 1.0 42.0

♀

JOB: The Point RUN: 2017BD

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LINK VARIABLES

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

		*	X1	Y1	X2	Y2	*	(FT)	(DEG)	(G/MI)	(FT)	(FT)	(VEH)
45.	Boyl/Jersey W	*	3982.1	3952.7	3736.2	3865.7	*	261.	251.	AG	2502.	0.0	1.0 90.0
46.	Boyl/Jersey N	*	3982.1	3952.7	3922.5	4118.6	*	176.	340.	AG	119.	0.0	1.0 42.0

JOB: The Point RUN: 2017BD

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1.	Fen/Brook SB LTT	*	90	66	3.0	1027	1600	0.04	1	3
2.	Fen/Brook NB TTR	*	90	66	3.0	993	1600	0.04	1	3
3.	Fen/Brook EB L	*	90	47	3.0	682	1600	0.04	1	3
4.	Fen/Brook EB LTT	*	90	47	3.0	648	1600	0.04	1	3
5.	Fen/Brook R	*	90	47	3.0	125	1600	0.04	1	3
6.	Park/Brook SB TTR	*	90	56	3.0	797	1600	0.04	1	3
7.	Park/Brook WB LLR	*	90	61	3.0	1148	1600	0.04	1	3
8.	Park/Brook NWB LTTT	*	90	63	3.0	655	1600	0.04	1	3
9.	Park/Brook NWB R	*	90	63	3.0	125	1600	0.04	1	3
10.	Park/Brook NEB LTT	*	90	61	3.0	490	1600	0.04	1	3
11.	Park/Brook NEB RR	*	90	61	3.0	1125	1600	0.04	1	3
12.	Full/Brook SB L	*	90	68	3.0	50	1600	0.04	1	3
13.	Full/Brook SB TR	*	90	58	3.0	546	1600	0.04	1	3
14.	Full/Brook WB LTR	*	90	32	3.0	202	1600	0.04	1	3
15.	Full/Brook NB LTR	*	90	68	3.0	589	1600	0.04	1	3
16.	Full/Brook EB L	*	90	22	3.0	115	1600	0.04	1	3
17.	Full/Brook EB TR	*	90	32	3.0	350	1600	0.04	1	3
18.	Kil/Boyl WB LTTR	*	90	24	3.0	1099	1600	0.04	1	3
19.	Kil/Boyl NB LTR	*	90	66	3.0	80	1600	0.04	1	3
20.	Kil/Boyl EB LTTR	*	90	24	3.0	1350	1600	0.04	1	3
21.	Kil/Boyl SB LTR	*	90	66	3.0	219	1600	0.04	1	3
22.	Boyl/Jersey WB	*	87	65	3.0	1134	1600	0.04	1	3
23.	Boyl/Jersey EB L	*	87	30	3.0	27	1600	0.04	1	3

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     24. Boyl/Jersey EB TTR  *      87       30       3.0      1387       1600
 0.04      1        3
     25. Boyl/Jersey NB LTR  *      87       47       3.0       193       1600
 0.04      1        3
```

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. Boyl/Jersey NE1	3941.9	4156.2	6.0
2. Boyl/Jersey NE2	3967.3	4085.6	0.0
3. Boyl/Jersey NE3	3992.7	4015.0	6.0
4. Boyl/Jersey NE4	4063.2	4040.6	6.0
5. Boyl/Jersey NE5	4133.7	4066.1	6.0
6. Boyl/Jersey SE1	4174.0	3963.7	6.0
7. Boyl/Jersey SE2	4103.5	3938.2	6.0
8. Boyl/Jersey SE3	4033.0	3912.6	6.0
9. Boyl/Jersey SE4	4062.4	3843.6	6.0
10. Boyl/Jersey SE5	4091.8	3774.6	6.0
11. Boyl/Jersey SW1	4033.4	3753.7	6.0
12. Boyl/Jersey SW2	4003.9	3822.7	6.0
13. Boyl/Jersey SW3	3974.5	3891.7	6.0
14. Boyl/Jersey SW4	3903.8	3866.7	6.0
15. Boyl/Jersey SW5	3833.1	3841.6	6.0
16. Boyl/Jersey NW1	3792.9	3944.1	6.0
17. Boyl/Jersey NW2	3863.6	3969.1	6.0
18. Boyl/Jersey NW3	3934.3	3994.1	6.0
19. Boyl/Jersey NW4	3908.9	4064.7	6.0
20. Boyl/Jersey NW5	3883.5	4135.3	6.0

♀

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (ug/m**3)

(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.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
10. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	1.	1.	0.	0.	0.	0.	0.
20. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	1.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
30. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	1.	1.	2.	2.	2.	0.	0.	0.	0.	0.
40. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.	1.	2.	2.	2.	0.	0.	0.	0.	0.
50. *	0.	0.	0.	0.	0.	2.	2.	2.	1.	0.	0.	1.								

```
2.    2.    2.    0.    0.    0.    0.    0.
  60.  *    0.    0.    0.    0.    0.    1.    2.    2.    0.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
  70.  *    0.    0.    1.    1.    1.    1.    1.    1.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
  80.  *    0.    0.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
1.    1.    1.    2.    2.    2.    1.    0.
  90.  *    0.    1.    2.    2.    1.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 100.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    0.
 110.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    2.    2.    2.    1.    1.
 120.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    2.    1.    1.
 130.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 140.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 150.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    1.
 160.  *    1.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 170.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 180.  *    1.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 190.  *    0.    1.    1.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 200.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 210.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    1.    1.    1.    0.
 220.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 230.  *    0.    1.    2.    2.    2.    0.    0.    0.    0.    0.    0.    0.
0.    0.    0.    1.    2.    2.    1.    0.
 240.  *    0.    1.    2.    2.    2.    1.    1.    1.    0.    0.    0.    0.
0.    1.    0.    1.    2.    2.    1.    0.
 250.  *    0.    1.    1.    1.    1.    2.    2.    2.    0.    0.    0.    0.
1.    1.    1.    1.    1.    1.    0.    0.
 260.  *    0.    0.    1.    1.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    1.    1.    0.    0.
 270.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    2.    0.    0.    0.    0.    0.
 280.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 290.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    0.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 300.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
2.    2.    1.    0.    0.    0.    0.    0.
 310.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 320.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    0.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 330.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
1.    1.    2.    0.    0.    0.    0.    0.
 340.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
1.    1.    1.    0.    0.    0.    0.    0.
 350.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
 360.  *    0.    0.    0.    0.    0.    2.    2.    2.    1.    1.    1.    1.
2.    1.    1.    0.    0.    0.    0.    0.
```

```
------*-------------------------------------------------------------------------------
-----------------------------------------
 MAX   *    1.    1.    2.    2.    2.    2.    2.    2.    1.    1.    1.    1.
2.    2.    2.    2.    2.    2.    1.    1.
 DEGR. *  120   110   100   240   240   260   260   270   310   340     0    10
50    50    50    90    90    90   100   140

 THE HIGHEST CONCENTRATION OF      2. ug/m**3 OCCURRED AT RECEPTOR REC13.
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Microscale Results

Microscale Results (Carbon Monoxide (CO))

Microscale Results : CO - 1 Hour

Project: The Point, Boston MA
Project Number: 11381.00
Background Concentration 3.0 ppm

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fenway at Brookline Ave	NE	1	4.2	4.1	4.1
	NE	2	4.6	4.5	4.5
	NE	3	5.4	5.6	5.6
	NE	4	5.3	5.5	5.5
	NE	5	5.3	5.5	5.5
	SE	1	5	5.2	5.2
	SE	2	5.2	5.3	5.3
	SE	3	5.5	5.6	5.6
	SE	4	4.8	5	5
	SE	5	4	3.8	3.9
	SW	1	4.3	4.2	4.2
	SW	2	4.5	4.8	4.8
	SW	3	6.3	6.4	6.4
	SW	4	6.2	6	6.1
	SW	5	6.2	5.9	6
	NW	1	4.8	4.9	4.9
	NW	2	4.9	4.9	4.9
	NW	3	5.3	5.5	5.5
	NW	4	5	5.2	5.2
	NW	5	4.4	4.3	4.3
Park Drive at Brookline Ave	NE	1	4.2	4.1	4.1
	NE	2	4.6	4.5	4.5
	NE	3	5.5	5.8	5.8
	NE	4	5.3	5.4	5.4
	NE	5	5.2	5.5	5.5
	SE	1	4.5	4.4	4.4
	SE	2	4.4	4.7	4.7
	SE	3	4.9	5.1	5.1
	SE	4	5	5.2	5.2
	SE	5	4.6	4.7	4.7
	SW	1	4.6	4.6	4.6
	SW	2	5	5.1	5.1
	SW	3	5.1	5.1	5.1
	SW	4	5.1	5	5
	SW	5	5.2	5.4	5.4
	NW	1	5.5	5.6	5.6
	NW	2	5.2	5.4	5.4
	NW	3	5.4	5.5	5.5
	NW	4	4.5	4.5	4.5
	NW	5	4.3	4.2	4.2
	E	1	4.5	4.6	4.7
	E	2	4.8	4.8	4.8
	E	3	4.9	5.3	5.3
	E	4	5.3	5.4	5.4
	E	5	4.9	5.1	5.1
Fullerton St/Kilmarnock at Brookline Ave	NE	1	3.6	3.6	3.6
	NE	2	3.7	3.9	3.9
	NE	3	4.5	4.6	4.6
	NE	4	4.7	4.6	4.6
	NE	5	4.6	4.7	4.7
	SE	1	3.9	3.9	3.9
	SE	2	3.9	4	4
	SE	3	4.4	4.3	4.3
	SE	4	3.6	3.6	3.6
	SE	5	3.5	3.6	3.6
	SW	1	3.5	3.6	3.6
	SW	2	3.6	3.6	3.6
	SW	3	4	4	4
	SW	4	4	4.1	4.1
	SW	5	4.7	4.5	4.5
	NW	1	5.4	5.2	5.2
	NW	2	4.9	4.7	4.7
	NW	3	4.6	4.6	4.6
	NW	4	3.7	3.8	3.8
	NW	5	3.6	3.6	3.6

Microscale Results : CO - 1 Hour

Project: The Point, Boston MA
Project Number: 11381.00
Background Concentration 3.0 ppm

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Kilmarnock St at Boylston St	NE	1	3.6	3.6	3.6
	NE	2	3.9	3.9	3.9
	NE	3	4.5	4.5	4.5
	NE	4	4.4	4.4	4.4
	NE	5	4.3	4.5	4.5
	SE	1	4.3	4.3	4.3
	SE	2	4.3	4.2	4.2
	SE	3	4.4	4.4	4.4
	SE	4	3.8	3.7	3.7
	SE	5	3.6	3.6	3.6
	SW	1	3.4	3.6	3.6
	SW	2	3.7	3.8	3.8
	SW	3	4.3	4.3	4.3
	SW	4	4.2	4.2	4.2
	SW	5	4.2	4.3	4.3
	NW	1	4.2	4.2	4.2
	NW	2	4.2	4.3	4.3
	NW	3	4.3	4.4	4.4
	NW	4	3.9	3.8	3.8
	NW	5	3.6	3.6	3.6
Yawkey Way at Boylston St	NE	1	3.4	3.5	3.5
	NE	2	3.6	3.7	3.7
	NE	3	4.3	4.5	4.5
	NE	4	4.2	4.4	4.4
	NE	5	4.2	4.4	4.4
	SE	1	4.2	4.6	4.6
	SE	2	4.1	4.4	4.4
	SE	3	4.2	4.6	4.6
	SE	4	3.7	3.8	3.8
	SE	5	3.4	3.5	3.5
	SW	1	3.4	3.5	3.5
	SW	2	3.7	3.9	3.9
	SW	3	4.2	4.6	4.6
	SW	4	4.1	4.5	4.5
	SW	5	4.1	4.6	4.6
	NW	1	4	4.3	4.3
	NW	2	4.1	4.3	4.3
	NW	3	4.2	4.4	4.4
	NW	4	3.6	3.7	3.7
	NW	5	3.4	3.5	3.5

Microscale Results : CO - 8 Hour

Project: The Point, Boston MA
Project Number: 11381.00
Background Concentration 2.1 ppm
Persistence Factor: 0.7

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fenway at Brookline Ave	NE	1	2.9	2.9	2.9
	NE	2	3.2	3.2	3.2
	NE	3	3.8	3.9	3.9
	NE	4	3.7	3.9	3.9
	NE	5	3.7	3.9	3.9
	SE	1	3.5	3.6	3.6
	SE	2	3.6	3.7	3.7
	SE	3	3.9	3.9	3.9
	SE	4	3.4	3.5	3.5
	SE	5	2.8	2.7	2.7
	SW	1	3.0	2.9	2.9
	SW	2	3.2	3.4	3.4
	SW	3	4.4	4.5	4.5
	SW	4	4.3	4.2	4.3
	SW	5	4.3	4.1	4.2
	NW	1	3.4	3.4	3.4
	NW	2	3.4	3.4	3.4
	NW	3	3.7	3.9	3.9
	NW	4	3.5	3.6	3.6
	NW	5	3.1	3.0	3.0
Park Drive at Brookline Ave	NE	1	2.9	2.9	2.9
	NE	2	3.2	3.2	3.2
	NE	3	3.9	4.1	4.1
	NE	4	3.7	3.8	3.8
	NE	5	3.6	3.9	3.9
	SE	1	3.2	3.1	3.1
	SE	2	3.1	3.3	3.3
	SE	3	3.4	3.6	3.6
	SE	4	3.5	3.6	3.6
	SE	5	3.2	3.3	3.3
	SW	1	3.2	3.2	3.2
	SW	2	3.5	3.6	3.6
	SW	3	3.6	3.6	3.6
	SW	4	3.6	3.5	3.5
	SW	5	3.6	3.8	3.8
	NW	1	3.9	3.9	3.9
	NW	2	3.6	3.8	3.8
	NW	3	3.8	3.9	3.9
	NW	4	3.2	3.2	3.2
	NW	5	3.0	2.9	2.9
	E	1	3.2	3.2	3.3
	E	2	3.4	3.4	3.4
	E	3	3.4	3.7	3.7
	E	4	3.7	3.8	3.8
	E	5	3.4	3.6	3.6

Microscale Results : CO - 8 Hour

Project: The Point, Boston MA
Project Number: 11381.00
Background Concentration 2.1 ppm
Persistence Factor: 0.7

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fullerton St at Brookline Ave	NE	1	2.5	2.5	2.5
	NE	2	2.6	2.7	2.7
	NE	3	3.2	3.2	3.2
	NE	4	3.3	3.2	3.2
	NE	5	3.2	3.3	3.3
	SE	1	2.7	2.7	2.7
	SE	2	2.7	2.8	2.8
	SE	3	3.1	3.0	3.0
	SE	4	2.5	2.5	2.5
	SE	5	2.5	2.5	2.5
	SW	1	2.5	2.5	2.5
	SW	2	2.5	2.5	2.5
	SW	3	2.8	2.8	2.8
	SW	4	2.8	2.9	2.9
	SW	5	3.3	3.2	3.2
	NW	1	3.8	3.6	3.6
	NW	2	3.4	3.3	3.3
	NW	3	3.2	3.2	3.2
	NW	4	2.6	2.7	2.7
	NW	5	2.5	2.5	2.5
Kilmarnock St at Boylston St	NE	1	2.5	2.5	2.5
	NE	2	2.7	2.7	2.7
	NE	3	3.2	3.2	3.2
	NE	4	3.1	3.1	3.1
	NE	5	3.0	3.2	3.2
	SE	1	3.0	3.0	3.0
	SE	2	3.0	2.9	2.9
	SE	3	3.1	3.1	3.1
	SE	4	2.7	2.6	2.6
	SE	5	2.5	2.5	2.5
	SW	1	2.4	2.5	2.5
	SW	2	2.6	2.7	2.7
	SW	3	3.0	3.0	3.0
	SW	4	2.9	2.9	2.9
	SW	5	2.9	3.0	3.0
	NW	1	2.9	2.9	2.9
	NW	2	2.9	3.0	3.0
	NW	3	3.0	3.1	3.1
	NW	4	2.7	2.7	2.7
	NW	5	2.5	2.5	2.5
Yawkey Way at Boylston St	NE	1	2.4	2.5	2.5
	NE	2	2.5	2.6	2.6
	NE	3	3.0	3.2	3.2
	NE	4	2.9	3.1	3.1
	NE	5	2.9	3.1	3.1
	SE	1	2.9	3.2	3.2
	SE	2	2.9	3.1	3.1
	SE	3	2.9	3.2	3.2
	SE	4	2.6	2.7	2.7
	SE	5	2.4	2.5	2.5
	SW	1	2.4	2.5	2.5
	SW	2	2.6	2.7	2.7
	SW	3	2.9	3.2	3.2
	SW	4	2.9	3.2	3.2
	SW	5	2.9	3.2	3.2
	NW	1	2.8	3.0	3.0
	NW	2	2.9	3.0	3.0
	NW	3	2.9	3.1	3.1
	NW	4	2.5	2.6	2.6
	NW	5	2.4	2.5	2.5

Microscale Results (Particulate Matter (PM10))

Microscale Results : PM10 24-Hour

Project: The Point, Boston MA
Project Number: 11381.00
Background Concentration 39.7 ug/m3
Persistence Factor 0.4

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fenway at Brookline Ave	NE	1	40.9	40.9	40.9
	NE	2	41.3	41.3	41.3
	NE	3	42.5	42.5	42.5
	NE	4	42.5	42.5	42.5
	NE	5	42.5	42.5	42.5
	SE	1	42.1	42.1	42.1
	SE	2	42.1	42.1	42.1
	SE	3	42.5	42.5	42.5
	SE	4	41.7	41.7	41.7
	SE	5	40.9	40.9	40.9
	SW	1	41.3	41.3	41.3
	SW	2	41.3	41.7	41.7
	SW	3	43.3	42.9	42.9
	SW	4	42.9	42.9	42.9
	SW	5	42.9	42.9	42.9
	NW	1	42.1	42.1	42.1
	NW	2	42.1	42.1	42.1
	NW	3	42.9	42.9	42.9
	NW	4	42.1	42.1	42.1
	NW	5	41.3	41.3	41.3
Park Drive at Brookline Ave	NE	1	41.3	41.3	41.3
	NE	2	41.3	41.3	41.7
	NE	3	42.5	42.5	42.9
	NE	4	42.1	42.1	42.1
	NE	5	42.1	42.1	42.1
	SE	1	41.3	41.7	41.7
	SE	2	41.3	41.7	41.7
	SE	3	41.7	42.1	42.1
	SE	4	41.7	42.1	42.1
	SE	5	41.3	41.7	41.7
	SW	1	41.3	41.7	41.7
	SW	2	41.7	41.7	41.7
	SW	3	42.1	42.1	42.1
	SW	4	42.1	42.1	42.1
	SW	5	42.5	42.5	42.5
	NW	1	42.5	42.9	42.9
	NW	2	42.1	42.5	42.5
	NW	3	42.5	42.5	42.5
	NW	4	41.3	41.7	41.7
	NW	5	41.3	41.3	41.3
	E	1	41.3	41.7	41.7
	E	2	41.7	42.1	42.1
	E	3	42.1	42.5	42.5
	E	4	42.1	42.5	42.5
	E	5	42.1	42.1	42.1

Microscale Results : PM10 24-Hour

Project: The Point, Boston MA
Project Number: 11381.00
Background Concentration 39.7 ug/m3
Persistence Factor 0.4

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fullerton St at Brookline Ave	NE	1	40.5	40.5	40.5
	NE	2	40.5	40.5	40.5
	NE	3	41.3	41.3	41.3
	NE	4	41.3	41.3	41.3
	NE	5	41.3	41.3	41.3
	SE	1	40.9	40.9	40.9
	SE	2	40.9	40.9	40.9
	SE	3	41.3	41.3	41.3
	SE	4	40.5	40.5	40.5
	SE	5	40.5	40.5	40.5
	SW	1	40.5	40.5	40.5
	SW	2	40.5	40.5	40.5
	SW	3	40.9	40.9	40.9
	SW	4	40.9	40.9	40.9
	SW	5	41.3	41.3	41.3
	NW	1	41.7	41.7	41.7
	NW	2	41.3	41.3	41.3
	NW	3	41.3	41.3	41.3
	NW	4	40.5	40.5	40.5
	NW	5	40.5	40.5	40.5
Kilmarnock St at Boylston St	NE	1	40.5	40.5	40.5
	NE	2	40.9	40.5	40.9
	NE	3	41.7	41.7	41.7
	NE	4	41.7	41.3	41.3
	NE	5	41.7	41.3	41.7
	SE	1	41.3	41.3	41.3
	SE	2	41.3	41.3	41.3
	SE	3	41.3	41.3	41.3
	SE	4	40.5	40.5	40.5
	SE	5	40.5	40.5	40.5
	SW	1	40.5	40.5	40.5
	SW	2	40.5	40.5	40.5
	SW	3	41.3	41.3	41.3
	SW	4	41.3	41.3	41.3
	SW	5	41.3	41.3	41.3
	NW	1	41.3	41.3	41.3
	NW	2	41.3	41.3	41.3
	NW	3	41.3	41.3	41.3
	NW	4	40.5	40.5	40.5
	NW	5	40.5	40.5	40.5
Yawkey St at Boylston St	NE	1	40.1	40.1	40.1
	NE	2	40.5	40.5	40.5
	NE	3	41.3	41.3	41.3
	NE	4	41.3	41.3	41.3
	NE	5	41.3	41.3	41.3
	SE	1	41.3	41.3	41.3
	SE	2	41.3	41.3	41.3
	SE	3	41.3	41.3	41.3
	SE	4	40.5	40.5	40.5
	SE	5	40.1	40.5	40.5
	SW	1	40.1	40.5	40.5
	SW	2	40.5	40.5	40.5
	SW	3	41.3	41.3	41.3
	SW	4	41.3	41.3	41.3
	SW	5	41.3	41.3	41.3
	NW	1	40.9	41.3	41.3
	NW	2	41.3	41.3	41.3
	NW	3	41.3	41.3	41.3
	NW	4	40.5	40.5	40.5
	NW	5	40.1	40.5	40.5

Microscale Results (Particulate Matter (PM2.5))

Microscale Results : PM2.5 24-Hour

Project: The Point, Boston MA
Project Number: 11391.00
Background Concentration 22.3 ug/m3
Persistence Factor 0.4

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fenway at Brookline Ave	NE	1	23.1	23.1	23.1
	NE	2	23.1	23.1	23.1
	NE	3	23.9	23.9	23.9
	NE	4	23.9	23.5	23.5
	NE	5	23.9	23.9	23.9
	SE	1	23.9	23.5	23.5
	SE	2	23.5	23.5	23.5
	SE	3	23.9	23.5	23.5
	SE	4	23.1	23.1	23.1
	SE	5	23.1	22.7	22.7
	SW	1	23.1	23.1	23.1
	SW	2	23.1	23.1	23.1
	SW	3	24.3	23.9	23.9
	SW	4	23.9	23.9	23.9
	SW	5	24.3	23.9	23.9
	NW	1	23.5	23.5	23.5
	NW	2	23.5	23.5	23.5
	NW	3	23.9	23.9	23.9
	NW	4	23.5	23.5	23.5
	NW	5	23.1	23.1	23.1
Park Drive at Brookline Ave	NE	1	23.1	23.1	23.1
	NE	2	23.5	23.1	23.1
	NE	3	23.9	23.9	23.9
	NE	4	23.9	23.5	23.5
	NE	5	23.5	23.5	23.5
	SE	1	23.1	23.1	23.1
	SE	2	23.1	23.1	23.1
	SE	3	23.5	23.5	23.5
	SE	4	23.5	23.5	23.5
	SE	5	23.1	23.1	23.1
	SW	1	23.1	23.1	23.1
	SW	2	23.5	23.5	23.5
	SW	3	23.5	23.5	23.5
	SW	4	23.9	23.5	23.5
	SW	5	23.9	23.5	23.5
	NW	1	23.9	23.9	23.9
	NW	2	23.9	23.5	23.5
	NW	3	23.9	23.9	23.9
	NW	4	23.5	23.1	23.1
	NW	5	23.1	23.1	23.1
	E	1	23.1	23.1	23.5
	E	2	23.5	23.5	23.5
	E	3	23.9	23.5	23.5
	E	4	23.9	23.5	23.5
	E	5	23.5	23.5	23.5

Microscale Results : PM2.5 24-Hour

Project: The Point, Boston MA
Project Number: 11391.00
Background Concentration 22.3 ug/m3
Persistence Factor 0.4

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fullerton St at Brookline Ave	NE	1	22.7	22.7	22.7
	NE	2	22.7	22.7	22.7
	NE	3	23.1	23.1	23.1
	NE	4	23.1	23.1	23.1
	NE	5	23.1	23.1	23.1
	SE	1	22.7	22.7	23.1
	SE	2	23.1	23.1	23.1
	SE	3	23.1	23.1	23.1
	SE	4	22.7	22.7	22.7
	SE	5	22.7	22.7	22.7
	SW	1	22.7	22.7	22.7
	SW	2	22.7	22.7	22.7
	SW	3	23.1	22.7	22.7
	SW	4	23.1	22.7	22.7
	SW	5	23.1	23.1	23.1
	NW	1	23.5	23.1	23.1
	NW	2	23.1	23.1	23.1
	NW	3	23.1	23.1	23.1
	NW	4	22.7	22.7	22.7
	NW	5	22.7	22.7	22.7
Kilmarnock St at Boylston St	NE	1	22.7	22.7	22.7
	NE	2	22.7	22.7	22.7
	NE	3	23.5	23.1	23.1
	NE	4	23.5	23.1	23.1
	NE	5	23.1	23.1	23.1
	SE	1	23.1	23.1	23.1
	SE	2	23.1	23.1	23.1
	SE	3	23.5	23.1	23.1
	SE	4	22.7	22.7	22.7
	SE	5	22.7	22.7	22.7
	SW	1	22.7	22.7	22.7
	SW	2	22.7	22.7	22.7
	SW	3	23.1	23.1	23.1
	SW	4	23.1	23.1	23.1
	SW	5	23.1	23.1	23.1
	NW	1	23.1	23.1	23.1
	NW	2	23.1	23.1	23.1
	NW	3	23.1	23.1	23.1
	NW	4	22.7	22.7	22.7
	NW	5	22.7	22.7	22.7
Yawkey Way at Boylston St	NE	1	22.7	22.7	22.7
	NE	2	22.7	22.7	22.7
	NE	3	23.1	23.1	23.1
	NE	4	23.1	23.1	23.1
	NE	5	23.1	23.1	23.1
	SE	1	23.1	23.1	23.1
	SE	2	23.1	23.1	23.1
	SE	3	23.1	23.1	23.1
	SE	4	22.7	22.7	22.7
	SE	5	22.7	22.7	22.7
	SW	1	22.7	22.7	22.7
	SW	2	22.7	22.7	22.7
	SW	3	23.1	23.1	23.1
	SW	4	23.1	23.1	23.1
	SW	5	23.1	23.1	23.1
	NW	1	23.1	23.1	23.1
	NW	2	23.1	23.1	23.1
	NW	3	23.1	23.1	23.1
	NW	4	22.7	22.7	22.7
	NW	5	22.7	22.7	22.7

Microscale Results : PM2.5 Annual

Project: The Point, Boston MA
Project Number: 11391.00
Background Concentration 9.8 ug/m3
Persistence Factor 0.08

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fenway at Brookline Ave	NE	1	10.0	10.0	10.0
	NE	2	10.0	10.0	10.0
	NE	3	10.1	10.1	10.1
	NE	4	10.1	10.0	10.0
	NE	5	10.1	10.1	10.1
	SE	1	10.1	10.0	10.0
	SE	2	10.0	10.0	10.0
	SE	3	10.1	10.0	10.0
	SE	4	10.0	10.0	10.0
	SE	5	10.0	9.9	9.9
	SW	1	10.0	10.0	10.0
	SW	2	10.0	10.0	10.0
	SW	3	10.2	10.1	10.1
	SW	4	10.1	10.1	10.1
	SW	5	10.2	10.1	10.1
	NW	1	10.0	10.0	10.0
	NW	2	10.0	10.0	10.0
	NW	3	10.1	10.1	10.1
	NW	4	10.0	10.0	10.0
	NW	5	10.0	10.0	10.0
Park Drive at Brookline Ave	NE	1	10.0	10.0	10.0
	NE	2	10.0	10.0	10.0
	NE	3	10.1	10.1	10.1
	NE	4	10.1	10.0	10.0
	NE	5	10.0	10.0	10.0
	SE	1	10.0	10.0	10.0
	SE	2	10.0	10.0	10.0
	SE	3	10.0	10.0	10.0
	SE	4	10.0	10.0	10.0
	SE	5	10.0	10.0	10.0
	SW	1	10.0	10.0	10.0
	SW	2	10.0	10.0	10.0
	SW	3	10.0	10.0	10.0
	SW	4	10.1	10.0	10.0
	SW	5	10.1	10.0	10.0
	NW	1	10.1	10.1	10.1
	NW	2	10.1	10.0	10.0
	NW	3	10.1	10.1	10.1
	NW	4	10.0	10.0	10.0
	NW	5	10.0	10.0	10.0
	E	1	10.0	10.0	10.0
	E	2	10.0	10.0	10.0
	E	3	10.1	10.0	10.0
	E	4	10.1	10.0	10.0
	E	5	10.0	10.0	10.0

Microscale Results : PM2.5 Annual

Project: The Point, Boston MA
Project Number: 11391.00
Background Concentration 9.8 ug/m3
Persistence Factor 0.08

Intersection	Receptor		2012 Existing	2017 No Build	2017 Build
Fullerton St at Brookline Ave	NE	1	9.9	9.9	9.9
	NE	2	9.9	9.9	9.9
	NE	3	10.0	10.0	10.0
	NE	4	10.0	10.0	10.0
	NE	5	10.0	10.0	10.0
	SE	1	9.9	9.9	10.0
	SE	2	10.0	10.0	10.0
	SE	3	10.0	10.0	10.0
	SE	4	9.9	9.9	9.9
	SE	5	9.9	9.9	9.9
	SW	1	9.9	9.9	9.9
	SW	2	9.9	9.9	9.9
	SW	3	10.0	9.9	9.9
	SW	4	10.0	9.9	9.9
	SW	5	10.0	10.0	10.0
	NW	1	10.0	10.0	10.0
	NW	2	10.0	10.0	10.0
	NW	3	10.0	10.0	10.0
	NW	4	9.9	9.9	9.9
	NW	5	9.9	9.9	9.9
Kilmarnock St at Boylston St	NE	1	9.9	9.9	9.9
	NE	2	9.9	9.9	9.9
	NE	3	10.0	10.0	10.0
	NE	4	10.0	10.0	10.0
	NE	5	10.0	10.0	10.0
	SE	1	10.0	10.0	10.0
	SE	2	10.0	10.0	10.0
	SE	3	10.0	10.0	10.0
	SE	4	9.9	9.9	9.9
	SE	5	9.9	9.9	9.9
	SW	1	9.9	9.9	9.9
	SW	2	9.9	9.9	9.9
	SW	3	10.0	10.0	10.0
	SW	4	10.0	10.0	10.0
	SW	5	10.0	10.0	10.0
	NW	1	10.0	10.0	10.0
	NW	2	10.0	10.0	10.0
	NW	3	10.0	10.0	10.0
	NW	4	9.9	9.9	9.9
	NW	5	9.9	9.9	9.9
Yawkey Way at Boylston St	NE	1	9.9	9.9	9.9
	NE	2	9.9	9.9	9.9
	NE	3	10.0	10.0	10.0
	NE	4	10.0	10.0	10.0
	NE	5	10.0	10.0	10.0
	SE	1	10.0	10.0	10.0
	SE	2	10.0	10.0	10.0
	SE	3	10.0	10.0	10.0
	SE	4	9.9	9.9	9.9
	SE	5	9.9	9.9	9.9
	SW	1	9.9	9.9	9.9
	SW	2	9.9	9.9	9.9
	SW	3	10.0	10.0	10.0
	SW	4	10.0	10.0	10.0
	SW	5	10.0	10.0	10.0
	NW	1	10.0	10.0	10.0
	NW	2	10.0	10.0	10.0
	NW	3	10.0	10.0	10.0
	NW	4	9.9	9.9	9.9
	NW	5	9.9	9.9	9.9

Appendix F
Noise Supporting Documentation

■

- **Noise Monitoring Data**
- **Sound Level Calculations**

Noise Monitoring Data

Summary	
Filename	12021400.LD0
Serial Number	2555
Model	831
Firmware Version	2.000
User	Q.Tat
Location	Peterborough Street
Job Description	The Point
Note	Daytime
Measurement Description	
Start	2012/02/14 14:42:25
Stop	2012/02/14 14:57:27
Duration	0:15:02.4
Run Time	0:15:02.4
Pause	0:00:00.0

Results	
LAeq	62.8 dB
LAF90.00	54.0 dB

1/3 Octave Frequency (Hz)	63.0	125	250	500	1000	2000	4000	8000
Overall 1/3 Spectra	41.4	42.7	43.7	47.4	54.4	45.8	38.3	35.1
LAF90.00	34.3	38.1	40.5	43.4	43.6	36.9	33.2	33.7

Summary	
Filename	12020702.LD0
Serial Number	2555
Model	831
Firmware Version	2.000
User	Q. Tat/T. Wholley
Location	137 Peterborough Street
Job Description	The Point Boston
Note	
Measurement Description	
Start	2012/02/07 23:43:54
Stop	2012/02/07 23:58:26
Duration	0:14:32.2
Run Time	0:14:32.2
Pause	0:00:00.0

Results	
LAeq	54.0 dB

Statistics	
LAF90.00	50.8 dB

1/3 Octave Frequency (Hz)	63.0	125	250	500	1000	2000	4000	8000
Overall 1/3 Spectra	32.5	38.7	40.1	42.6	45.9	40.1	37.0	33.9
LAF90.00	25.4	34.2	37.3	39.4	40.8	35.6	35.4	33.6

Summary	
Filename	12021401.LD0
Serial Number	2555
Model	831
Firmware Version	2.000
User	Q. Tat
Location	Riverway
Job Description	The Point
Note	Daytime
Measurement Description	
Start	2012/02/14 15:07:54
Stop	2012/02/14 15:22:57
Duration	0:15:03.1
Run Time	0:15:03.1
Pause	0:00:00.0

Results	
LAeq	68.4 dB
LAF90.00	58.4 dB

1/3 Octave Frequency (Hz)	63.0	125	250	500	1000	2000	4000	8000
Overall 1/3 Spectra	43.6	49.5	57.5	55.0	60.6	56.2	48.4	44.0
LAF90.00	35.6	41.9	44.6	45.3	48.9	44.0	37.1	34.4

Summary	
Filename	12020800.LD0
Serial Number	2555
Model	831
Firmware Version	2.000
User	Q. Tat/T. Wholley
Location	110 Riverway
Job Description	The Point Boston
Note	
Measurement Description	
Start	2012/02/08 0:07:49
Stop	2012/02/08 0:20:25
Duration	0:12:36.8
Run Time	0:12:36.8
Pause	0:00:00.0

Results	
LAeq	60.2 dB

Statistics	
LAF90.00	51.2 dB

1/3 Octave Frequency (Hz)	63.0	125	250	500	1000	2000	4000	8000
Overall 1/3 Spectra	37.4	43.8	43.6	46.7	53.6	47.5	38.4	34.7
LAF90.00	25.8	36.6	36.7	39.1	42.3	37.0	33.5	33.7

Sound Level Calculations

Resultant Noise Levels at Receptor Locations [dBA]

	REC1	REC2	REC3	REC4	REC5	REC6	REC7
Description	R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
Noise Monitoring Data [dBA]	54	54	58	58	54	54	54
Noise Source [dBA]	41	41	38	35	37	39	40
Calculated Noise Level [dBA]	54	54	58	58	54	54	54
Difference	0	0	0	0	0	0	0

Receptor Level Attenuation

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
	Description	R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	-8	-8					
NS2	Generator							
NS3	HVAC	-8						
NS4	Dryer Exhaust	-8	-8	-8	-8	-8	-8	-8

Monitoring Data - Ambient Sound Levels (dBA)

Station		MD1	MD2
Description		M1 - Peterborough	M2 - Riverway
Existing Sound Levels	L90	54.0	58.4

Receptor Descriptions

	REC1	REC2	REC3	REC4	REC5	REC6	REC7
Description	R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
Nearest Reference [#]	1	1	2	2	1	1	1

b. Include the number of units of each type of mechanical equipment

d. Include any localized attenuation for each type of equipment. Enter in the indiviual attenuation for each unit.

e. For generator units, separate exhaust and mechanical noise into different types (example: Type 1 = 1500kW exhaust, Type

Noise Source Descriptions

	NS1	NS2	NS3	NS4
Noise Source Descriptions	Cooling Tower	Generator	HVAC	Dryer Exhaust
Noise Sources				
Source Description				
Noise Level [dBA]	65	89	56	78
Reference distance [ft]	50	49	50	5
# units [#]	2	1	4	12
Noise Source Level Attenuation [-dBA]	-5	-35	-5	-5
	63	54	57	84
Total Noise Source Sound Level [dBA]	**63**	**54**	**57**	**84**
Reference distance [ft]	**50**	**49.2**	**50**	**5**

Ground Type Between Receptors and Noise Sources

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	H	H	H	H	H	H	H
NS2	Generator	H	H	H	H	H	H	H
NS3	HVAC	H	H	H	H	H	H	H
NS4	Dryer Exhaust	H	H	H	H	H	H	H

Distances from RECEPTOR TO NOISE SOURCE (in feet)

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	140	315	645	910	740	530	495
NS2	Generator	140	315	645	910	740	530	495
NS3	HVAC	140	315	645	910	740	530	495
NS4	Dryer Exhaust	140	315	645	910	740	530	495

Receptor Level Attenuation

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	-10	-5	-5	-5	-5	-5	-5
NS2	Generator	-10	-5	-5	-5	-5	-5	-5
NS3	HVAC	-10	-5	-5	-5	-5	-5	-5
NS4	Dryer Exhaust	-10	-5	-5	-5	-5	-5	-5

Noise Propogation Calculator

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	36	34	36	33	35	38	38
NS2	Generator	35	33	27	24	26	29	29
NS3	HVAC	30	36	30	27	29	32	32
NS4	Dryer Exhaust	37	35	29	26	27	30	31
	TOTAL	**41**	**41**	**38**	**35**	**37**	**39**	**40**

Noise Model - Building PM

Resultant Noise Levels at Receptor Locations [dBA]

	REC1	REC2	REC3	REC4	REC5	REC6	REC7
Description	R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
Noise Monitoring Data [dBA]	51	51	51	51	51	51	51
Noise Source [dBA]	41	41	38	35	37	39	40
Calculated Noise Level [dBA]	51	51	51	51	51	51	51
Difference	0	0	0	0	0	0	0

Receptor Level Attenuation

	Description	REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	-8	-8					
NS2	Generator							
NS3	HVAC	-8						
NS4	Dryer Exhaust	-8	-8	-8	-8	-8	-8	-8

Monitoring Data - Ambient Sound Levels (dBA)

Station		MD1	MD2
Description		M1 - Peterborough	M2 - Riverway
Existing Sound Levels	L90	50.8	51.2

Receptor Descriptions

	REC1	REC2	REC3	REC4	REC5	REC6	REC7
Description	R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
Nearest Reference [#]	1	1	2	2	1	1	1

b. Include the number of units of each type of mechanical equipment

d. Include any localized attenuation for each type of equipment. Enter in the indiviual attenuation for each unit.

e. For generator units, separate exhaust and mechanical noise into different types (example: Type 1 = 1500kW exhaust, Type

Noise Source Descriptions

	NS1	NS2	NS3	NS4
Noise Source Descriptions	Cooling Tower	Generator	HVAC	Dryer Exhaust
Noise Sources				
Source Description				
Noise Level [dBA]	65	89	56	78
Reference distance [ft]	50	49	50	5
# units [#]	2	1	4	12
Noise Source Level Attenuation [-dBA]	-5	-35	-5	-5
	63	54	57	84
Total Noise Source Sound Level [dBA]	**63**	**54**	**57**	**84**
Reference distance [ft]	**50**	**49.2**	**50**	**5**

Ground Type Between Receptors and Noise Sources

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	H	H	H	H	H	H	H
NS2	Generator	H	H	H	H	H	H	H
NS3	HVAC	H	H	H	H	H	H	H
NS4	Dryer Exhaust	H	H	H	H	H	H	H

Distances from RECEPTOR TO NOISE SOURCE (in feet)

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	140	315	645	910	740	530	495
NS2	Generator	140	315	645	910	740	530	495
NS3	HVAC	140	315	645	910	740	530	495
NS4	Dryer Exhaust	140	315	645	910	740	530	495

Receptor Level Attenuation

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	-10	-5	-5	-5	-5	-5	-5
NS2	Generator	-10	-5	-5	-5	-5	-5	-5
NS3	HVAC	-10	-5	-5	-5	-5	-5	-5
NS4	Dryer Exhaust	-10	-5	-5	-5	-5	-5	-5

Noise Propogation Calculator

		REC1	REC2	REC3	REC4	REC5	REC6	REC7
		R1 - Trilogy	R2 - 107 Peterborough	R3 - Riverway	R4 - 449 Park Drive	R6 - 1330 Boylston	R7 - 108 Peterborough	R8 - 235 Park Drive
NS1	Cooling Tower	36	34	36	33	35	38	38
NS2	Generator	35	33	27	24	26	29	29
NS3	HVAC	30	36	30	27	29	32	32
NS4	Dryer Exhaust	37	35	29	26	27	30	31
	TOTAL	**41**	**41**	**38**	**35**	**37**	**39**	**40**