AIR QUALITY IMPACT ASSESSMENT FOR THE VALLEY HIGHWAY EIS DENVER, COLORADO

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Federal Highway Administration
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FEBRUARY 28, 2005

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ABBREVIATIONS AND ACRONYMS

APCD	Air Pollution Control Division, Colorado Department of Public Health and Environment
CAL3QHC	EPA-approved line-source carbon monoxide modeling program
CDOT	Colorado Department of Transportation
CO	carbon monoxide
DRCOG	Denver Regional Council of Governments
EAC	Early Action Compact
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FHU	Felsburg Holt & Ullevig
FHWA	Federal Highway Administration
I-25	Interstate 25
LOS	level-of-service
$\mu g/m^3$	micrograms per cubic meter
MP	Maintenance Plan
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
O_3	ozone
PM_{10}	airborne particulate matter of less than 10 microns aerodynamic diameter
$PM_{2.5}$	airborne particulate matter of less than 2.5 microns aerodynamic diameter
ppm	parts per million
RTP	Regional Transportation Plan
TIP	Transportation Improvement Program

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1.0 INTRODUCTION

The Colorado Department of Transportation (CDOT) is evaluating alternative sets of improvements to Interstate 25 (I-25) in central Denver through the Valley Highway Environmental Impact Statement (EIS). The general region covered in the EIS is I-25 from Logan Street to US 6 and US 6 from I-25 to Federal Boulevard (**Figure 1**). This portion of I-25 and its supporting connections to local streets have become out of date, underserve the traffic demand placed on them, and will soon be surrounded by reaches of I-25 that have been improved to accommodate greater traffic capacities. CDOT Project IM 0252-315 (12194) through the EIS is examining several alternatives that will modernize these segments of I-25 and US 6 by reconfiguring interchanges and creating a highway profile consistent with the improved I-25 sections abutting the project corridor.

The proposed project will provide several benefits to the region, including:

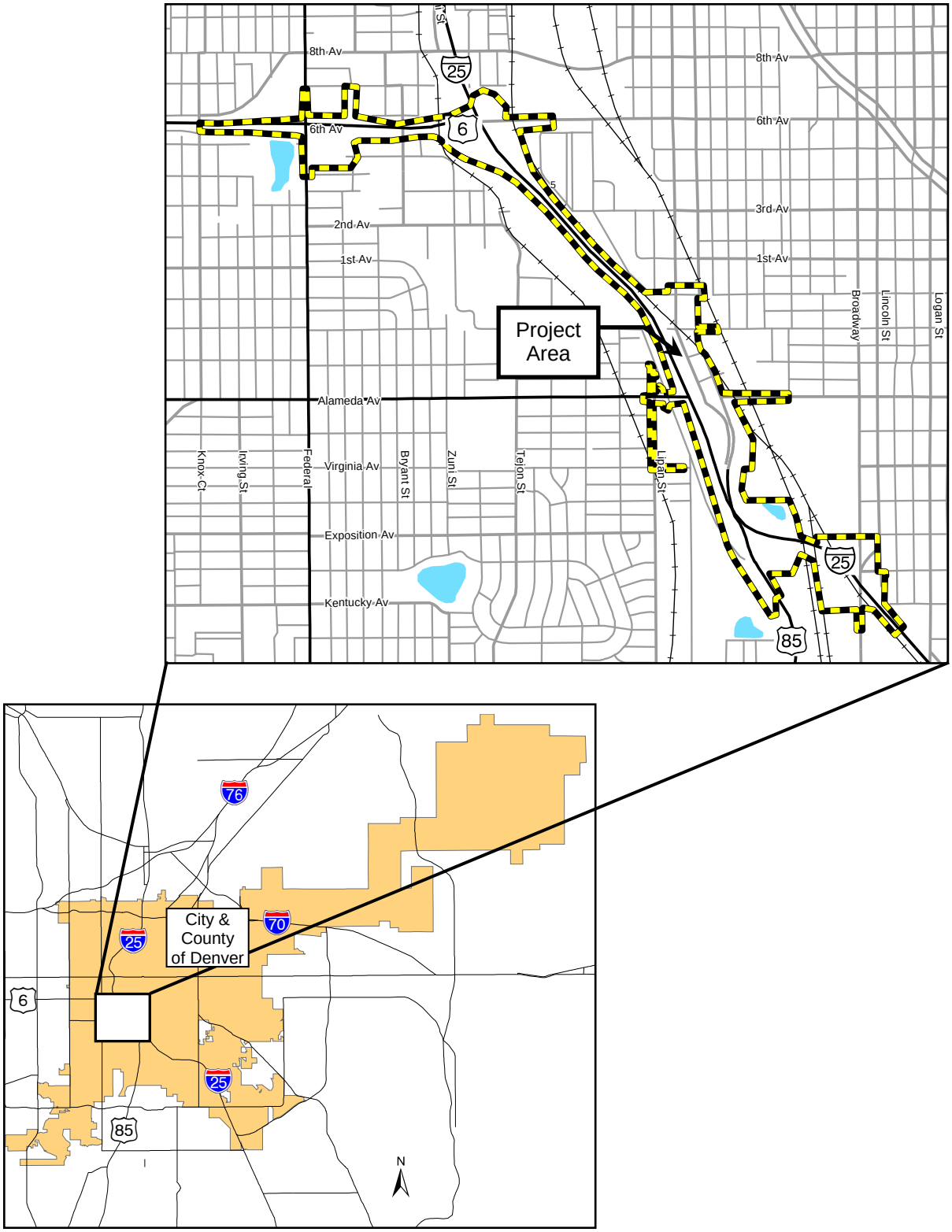
- Improving operations along I-25 during peak period congestion and anticipated increased use
- Reducing traffic flow and congestion at associated intersections
- Improving local air quality by improving highway traffic flow and reducing automobile idling time at congested intersections currently in use

CDOT is considering four comprehensive system alternatives for the corridor, each alternative being a unique set of roadway improvements. One alternative is the No Action Alternative, where no improvements are made. System Alternative 1 is designed to maximize use of existing right-of-way. System Alternative 2 is designed to maximize operational performance and safety. System Alternative 3 is designed to maximize facilitation of local government objectives. This report summarizes the air quality evaluation performed for the EIS.

CDOT is proposing to widen I-25 through the project corridor to make the road profile consistent with the abutting segments of I-25. I-25 would be widened to 4 through lanes from the current 3 lanes. Several interchanges would be rebuilt (or eliminated) to make them more consistent with current design standards. The interchanges are I-25/Broadway, I-25/Santa Fe Drive, I-25/Alameda Avenue, US 6 /Bryant Street and US 6 /Federal Boulevard. In addition, other improvements are being considered, such as improving the Alameda Avenue/Santa Fe Drive/Kalamath Street intersections and grade-separating Santa Fe Drive and Kalamath Street from the Consolidated Main Line railroad corridor.

The entire project as represented by the system alternatives is not included in the *2025 Interim Regional Transportation Plan* (RTP) or the current *2005-2010 Transportation Improvement Program* (TIP) for the Denver region.

Figure 1 Location of Proposed Project



2.0 EXISTING ENVIRONMENT

The proposed project corridor is in the City and County of Denver (**Figure 1**) in the central portion of the Denver metropolitan area. Based on the 2000 census, Denver is home to approximately 554,000 residents, making it Colorado's largest city. The 7-county Denver metropolitan area has approximately 2.4 million residents.

2.1 Transportation and Circulation System

The transportation and circulation system evaluated for this report was the major highways and surface streets within the footprint of the entire proposed project (**Figure 1**) and major intersections adjoining the footprint. This consisted of I-25 from Logan Street to 8th Avenue, US 6 from Osage Street to Knox Court, Broadway/Lincoln Street from Mississippi Avenue to Alameda Avenue, Santa Fe Drive/Kalamath Street from Mississippi Avenue to Alameda Avenue, Alameda Avenue from Lipan Street to Lincoln Street, and Federal Boulevard from 3rd Avenue to 8th Avenue. Data pertaining to traffic volumes and level-of-service (LOS) in this section are drawn from the traffic study prepared by Felsburg Holt & Ullevig (FHU 2005). The LOSs of the various intersections of interest to the project are listed in **Table 1**.

I-25 is one of the largest freeways in the metropolitan area and carries a corresponding volume of traffic. I-25 has three through lanes in the project corridor with additional merge/diverge lanes at the various interchanges. I-25 currently carries a traffic load of more than 250,000 vehicles per day (in some project segments) and operates at LOSs of D-F during peak traffic hours.

Table 1 Project Intersection Levels of Service

Intersection	Intersection Level of Service (AM/PM)				
	2003	2025 No Action	System 1 2025	System 2 2025	System 3 2025
Broadway & Alameda	C/F	E/F	E/F	E/F	E/F
Lincoln & Alameda	E/C	F/F	F/F	F/F	F/F
Broadway & Ohio	B/B	B/D	B/C	C/D	C/D
Broadway & Kentucky	C/D	F/F	NA	F/F	NA
Santa Fe & Alameda	D/E	F/F	E/F	C/C[a]	C/C[a]
Kalamath & Alameda	B/D	E/F	E/F	NA[a]	NA[a]
Lipan & Alameda	B/B	D/C	F/E	F/E	F/E
Platte River & Alameda	C/D	E/F	NA	NA	NA
Federal & North Ramp	B/C	B/D	B/C	B/D	B/C[b]
Federal & South Ramp	A/A	A/A	A/A	C/C	NA[b]

[a]=Santa Fe and Kalamath join and cross Alameda at a single-point urban interchange
[b]=6th and Federal meet at a single-point urban interchange
NA=not applicable

US 6 is a large freeway in the in the project corridor. US 6 has three through lanes with additional merge/diverge lanes at the various interchanges. There is a set of parallel frontage lanes on the north side of US 6. US 6 currently carries a traffic load of about 150,000 vehicles per day and operates at LOSs of A-F during peak traffic hours.

Broadway and Lincoln Street are principal arterials in the project corridor. They form a pair of one-way streets north of I-25 while Broadway is a two-way arterial south of I-25. There are four lanes southbound and three lanes northbound at I-25. The LOSs are listed in **Table 1**. The two streets currently carry a combined traffic load of about 58,000 vehicles per day.

Santa Fe Drive and Kalamath Street are principal arterials in the project corridor. They form a pair of one-way streets throughout the study area. There are three lanes each direction in the study area. The LOSs are listed in **Table 1**. The two streets currently carry a combined traffic load of about 30,000 vehicles per day north of I-25 and 110,000 vehicles per day south of I-25.

Alameda Avenue is a principal arterial in the project corridor. There are three lanes westbound and two lanes eastbound in the study area. The LOSs are listed in **Table 1**. Alameda Avenue currently carries a traffic load of about 41,000 vehicles per day.

Federal Boulevard is a principal arterial in the project corridor. There are three lanes each direction in the study area. The LOSs are listed in **Table 1**. Federal Boulevard currently carries a traffic load of about 47,000 vehicles per day.

For purposes of modeling carbon monoxide (CO), various interchange ramps and local streets (e.g., Platte River Drive) were also included as needed, but they represent rather small pieces of the overall transportation system. Existing conditions model data are presented in **Section 3.2.3**.

2.2 Air Quality Overview

The Clean Air Act and its amendments led to the establishment by the U.S. Environmental Protection Agency (EPA) of National Ambient Air Quality Standards (NAAQS) for six air pollutants: CO, sulfur dioxide, ozone (O_3), suspended particulate matter (PM_{10}), nitrogen dioxide, and lead (**Table 2**). In 1997, regulatory action modified the O_3 standard from 1 hour to 8 hours and added a standard for very fine particulate matter ($PM_{2.5}$), though these two standards are still in early stages of implementation.

It should be noted that the EPA 8-hour CO standard of 9 parts per million (ppm) is not to be exceeded more than once per year. This gives rise to the term "second maximum" when reporting or judging violations. EPA rounding rules stipulate that a measured concentration of 9.5 ppm CO or greater exceeds the standard. However, when using a computer model to predict CO concentrations for a proposed project, a calculated concentration greater than 9.0 ppm would constitute a violation.

Under the Clean Air Act, cities and regions were required to determine their compliance with these NAAQS. The Denver metropolitan area previously experienced difficulty in meeting the NAAQS for CO, O_3 (1-hour), and PM_{10} and was designated as nonattainment for these pollutants for a number of years. The Denver area was officially redesignated attainment/maintenance for these standards in 2001 and 2002 and maintenance plans are in effect for all three air pollutants. However, in 2003, several episodes of elevated O_3 concentrations caused Denver's 2001-2003 3-year average to violate the O_3 8-hour NAAQS. In response to these exceedances, the Denver air quality agencies developed an Early Action Compact (EAC) for reducing O_3 and achieving attainment by 2007. The EAC includes strategies for reducing emissions of ozone-forming precursor pollutants (volatile organic compounds and oxides of

nitrogen). In April 2004, EPA designated the Denver region as nonattainment for the eight-hour O_3 standard. However, the nonattainment designation is deferred as long as the region meets the milestones of the EAC.

Table 2 National Ambient Air Quality Standards

Pollutant	Averaging Time	Primary Standard
Carbon Monoxide	8 hours	9 ppm
	1 hour	35 ppm
Sulfur Dioxide	Annual	0.030 ppm
	24 hours	0.14 ppm
Ozone	8 hour	0.08 ppm
	1 hour	0.12 ppm
Particulate Matter <10 µm	Annual	50 $\mu g/m^3$
	24 hours	150 $\mu g/m^3$
Particulate Matter <2.5 µm	Annual	15 $\mu g/m^3$
	24 hours	65 $\mu g/m^3$
Nitrogen Dioxide	Annual	0.053 ppm
Lead	Quarterly	1.5 $\mu g/m^3$

ppm = parts per million
$\mu g/m^3$ = micrograms per cubic meter
µm = micrometers

Because of the past and present air quality difficulties, infrastructure projects that might exacerbate the air quality problems must meet certain requirements before they can proceed. In general, projects of this type must be analyzed with respect to their potential impact on air quality at both the regional and local levels.

Furthermore, toxic air pollutants from mobile sources are a growing concern and are facing imminent regulation by EPA. However, specific quantitative methods of analysis for these pollutants have not been developed and approved at this time, so they can only be evaluated in qualitative terms.

Finally, air quality impacts from construction can be a significant concern. Long-term construction programs near sensitive receptors can represent health concerns. As with toxic air pollutants, quantitative evaluation of construction impacts is not possible through an approved methodology, so it can only be evaluated in qualitative terms.

3.0 IMPACTS AND MITIGATIONS

FHU consulted with CDOT, the Federal Highway Administration (FHWA), the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and Environment, EPA and the City/County of Denver to discuss air quality issues related to the project and to select the most appropriate approach for this study. The group decided that the air quality analysis for the project should consist of a regional conformity evaluation and local "hot-spot" modeling for CO using procedures specified by EPA. Hot-spot modeling for other NAAQS pollutants or other pollutants from mobile sources was not required because there are no accepted EPA guidelines for hot-spot analysis of pollutants other than CO at this time. The methodology is described in the following sections.

3.1 Transportation and Circulation System

The EIS is examining possible future changes to the highway and street network in the Valley Highway corridor. The future transportation and circulation system may be similar in many ways to the existing system. Some roads may be widened and some intersections may be improved, but roads are planned to remain where they currently are for the most part. Data pertaining to Year 2025 traffic volumes and LOSs in this section are drawn from the traffic study (FHU 2005). The No Action Alternative would not change the roadways, so the changes described below pertain only to the system alternatives.

The proposed project would increase I-25 to four through lanes from the current three lanes to match the abutting I-25 segments. The supplemental merge/diverge lanes would be rearranged as necessary to support the redesigned interchanges.

The proposed project would keep US 6 with the same basic road profile. There may be some small changes, such as raising the road elevation at the South Platte River or re-working the frontage road. The system alternatives propose closing the Bryant Street interchange because of its unduly close proximity to I-25 and Federal Boulevard.

Broadway and Lincoln Street may not be changed dramatically from current conditions. However, the interchange with I-25 would be rebuilt in the manner of the selected system alternative from the Final EIS.

Santa Fe Drive and Kalamath Street have the potential to see a greater number of changes. The relative positions of these roads are not expected to change for the most part. However, the interchange with I-25 may be reconfigured to include a fly-over ramp. The intersections with Alameda Avenue could be either essentially unchanged or could include grade-separation at a new single-point crossing. Both streets may be rerouted for a short distance north of Alameda Avenue, or could remain unchanged. Both streets are planned to be grade-separated from the Consolidated Main Line railroad corridor to eliminate two at-grade rail crossings.

Alameda Avenue may not change dramatically as it will remain in its current position. A new on-ramp may be located somewhere at the I-25 interchange. Santa Fe Drive and Kalamath Street may continue to intersect Alameda Avenue where they currently do, or they could pass either under or over Alameda Avenue. The intersections with Lipan Street and Platte River Drive may be reconfigured. Alameda Avenue will remain two lanes each direction east of Santa Fe Drive.

Federal Boulevard itself may not be changed dramatically. However, the US 6 interchange may remain as-is or could be completely reconfigured, depending on the system alternative ultimately selected.

As was previously described, the system alternatives would close the Bryant Street interchange because of safety and modern design considerations. This traffic most likely would be rerouted to I-25 via 8th Avenue or to US 6 via Federal Boulevard.

To mitigate temporary adverse impacts to transportation and circulation during construction, CDOT must keep highways and streets open by providing adequate detours and interim street alignments. Public notices and signs announcing the detours should be placed preceding the commencement of construction in accordance with CDOT and City requirements.

3.2 Analytic Approach

The region of influence examined for air quality in this project is along the highways and streets described in **Section 2.1**. A preliminary evaluation of intersections in the region was conducted to identify intersections or locations along the corridor requiring a detailed air quality analysis for CO. This evaluation consisted of two components:

- review of the overall LOS from the traffic report for signalized intersections currently within or proposed to be within the project corridor
- comparison of LOS from the traffic report for major intersections adjoining the project corridor both with and without the proposed I-25 improvements

As was previously stated, the approach selected for air quality impact evaluation was regional and local ("hot spot") conformity analysis. A qualitative analysis was performed for PM_{10}.

3.2.1 Regional Conformity

The transportation conformity process is the mechanism used by the responsible Metropolitan Planning Organization (MPO) (in this case the Denver Regional Council of Governments [DRCOG]) to assure requirements of the Clean Air Act are met for transportation improvements. Conformity for RTPs and TIPs requires demonstrating:

- mobile source emissions are below the budgets in the State Implementation Plans
- timely implementation of transportation control measures

A conformity determination is a finding by the MPO policy board, and subsequently by FHWA and the Federal Transit Administration, that the RTP or TIP meets the conformity requirements. The fiscally-constrained RTP and TIP must identify all projects that are expected to receive federal funds or that will require FHWA or Federal Transit Administration approval. These projects and other regionally significant projects regardless of funding source must be included in the regional emissions analysis demonstrating conformity.

Since O_3 is a regional pollutant, O_3 problems generally do not occur where the O_3 precursors are emitted; the regional plans are the appropriate venue to consider O_3 impacts. Improvement projects can not be built unless in the aggregate they conform to regional air quality improvement plans. Therefore, O_3 will not be considered further in this air quality analysis, but

demonstration of O_3 regional conformity will be necessary before the final Record of Decision can be signed.

In non-attainment and maintenance areas, the Clean Air Act requires that fiscally-constrained long-range RTP, TIPs and projects can not:

- cause new violations of the NAAQS,
- increase the frequency or severity of existing violations of the NAAQS, or
- delay attainment of the NAAQS.

Individual projects can demonstrate regional conformity by being part of a conforming fiscally-constrained RTP, which looks at longer-range transportation planning, or either a TIP, which includes projects likely to proceed in the next few years, or the road network used to demonstrate conformity (TIP Technical Appendix). The 2025 Interim RTP (amended August 2003) is the adopted fiscally-constrained conforming RTP and, of all the project elements under consideration in the EIS, only widening I-25 to eight lanes and improving the Broadway, Santa Fe Drive and Alameda Avenue interchanges are part of the RTP. The fiscally-constrained 2030 RTP has recently been adopted. Other, but not all, project elements have been included in the 2030 RTP.

The preferred EIS alternative must ultimately be included in a conforming and fiscally-constrained RTP before issuance of the Record of Decision. The Final EIS can identify preferred project elements that are beyond those currently included in the adopted RTP. However, any improvements flowing from the preferred alternative not already in the RTP must be included in an approved RTP amendment before the EIS process can be completed and a Record of Decision can be issued. Demonstration of regional conformity for air quality is contingent on this process being successfully completed and must be addressed later in the EIS process.

3.2.2 Local Conformity

Individual projects must also demonstrate that they will not violate the NAAQS in localized areas, known as "hot-spots." Among the NAAQS pollutants, an approved quantitative method for hot-spot analysis is available only for CO. First, areas likely to become air pollution hot-spots are identified based primarily on traffic volumes and congestion. A determination is made whether a detailed analysis is needed for each area. Generally, the need for hot-spot analysis of intersections is assessed with respect to three criteria, as suggested by EPA:

1. Will the LOS of a project intersection be D, E or F?

   - or -

2. Will the project affect locations identified in the State Implementation Plan as sites of actual or potential violations of the CO NAAQS.

   - or -

3. Is a project intersection one of the top three in the State Implementation Plan with respect to traffic volume or worst LOS?

The goal of the selection process is to select the most congested and heavily trafficked intersections for CO analysis, with the worst-case intersections also representing less congested intersections. If an intersection does not meet one of the above criteria, it is unlikely

to be a hot-spot and need not be assessed further. If the most congested intersections do not produce hot-spot problems, less congested intersections will not either.

Several project intersections have a LOS of D or worse (**Table 1**), which meet the selection criteria. The result of the screening evaluation was the selection of the intersections of Broadway with Alameda Avenue and Alameda Avenue with the I-25 complex (Santa Fe Drive to Lipan Street) for detailed air quality analysis. These intersections have the worst LOSs combined with the highest traffic volumes. CO concentrations at the intersections were modeled using the CAL3QHC computer model at representative receptor locations (**Appendix A**), as suggested in EPA guidance. The CAL3QHC program calculates the hourly CO concentrations for each receptor for the selected wind directions. This version of CAL3QHC has been coded to correct data for elevation, so post-processing of the model results (**Appendix D**) is unnecessary.

Multiple scenarios were modeled for both intersections of interest. Each intersection was modeled for 2003 existing conditions. The traffic study (FHU 2003) indicated that traffic conditions at the Broadway/Alameda Avenue intersection would be the same in 2025 for the No Action Alternative and for System Alternatives 1, 2 and 3. Therefore, one model was developed that represents all four 2025 scenarios. For the I-25/Alameda Avenue/Santa Fe Drive complex, 2025 LOSs of D or worse at major intersections were predicted for the No Action Alternative and for System Alternative 1; System Alternatives 2 and 3 include grade separations that substantially improve their LOSs. Therefore, two models (No Action Alternative and System Alternative 1) were developed for the 2025 I-25/Alameda Avenue/Santa Fe Drive scenarios.

Years 2003 and 2025 vehicle emission factors from MOBILE6 were obtained from APCD (**Appendix B**). The model layouts are presented in **Appendix A**. Meteorological conditions were simulated by using stability class D, based upon projected land use, and low wind speed (1 meter per second). The PM peak hour was modeled in all cases as it tended to have worse congestion than the AM peak hour. The input files used to model potential air quality impacts are presented in **Appendix C**.

3.2.3 Modeling Results

The CO levels forecast for the 2003 and 2025 scenarios are shown in **Table 3**. The model output data in **Appendix D** are correct for altitude. The CAL3QHC model provides 1-hour average CO concentrations which are added to background CO concentrations. To calculate 8-hour CO results, the 1-hour model results were multiplied by a persistence factor of 0.57 and added to the 8-hour background CO concentrations, following CDOT and APCD guidance. This allows for the fact that the average hourly traffic during eight consecutive hours will be less than the peak hour traffic, and that meteorological conditions including wind speed and direction may vary during that time.

For 2003 data, a 1-hour CO background concentration of 13 ppm and an 8-hour CO background of 5.6 ppm were used per guidance from APCD. For 2025 data, a 1-hour CO background concentration of 7.8 ppm and an 8-hour CO background of 3.3 ppm were used per guidance from APCD.

The maximum 1-hour PM Peak for CO concentrations in either model year for the project vicinity is 23.0 ppm, which is below the NAAQS of 35 ppm. The predicted 2025 8-hour CO

concentrations also are below the CO standard. The maximum 2025 8-hour PM Peak CO concentration was 7.3 ppm, which is below the NAAQS of 9 ppm. However, the 2003 maximum 8-hour concentration at I-25/Alameda Avenue (11.3 ppm) was modeled to be above the CO standard. This result is an approximation of an existing situation that is not due to any proposed actions, and this result represents a worst-case condition. A more detailed model with real meteorological data probably would not provide a result this high. The proposed actions are intended in part to alleviate the existing traffic conditions that contribute to high CO concentrations. No mitigation is necessary.

Table 3 Maximum Modeled CO Concentrations

Model	1-Hour CO Result (ppm)	8-Hour CO Result (ppm)
Broadway & Alameda (2003)	17.8	8.3
I-25 & Alameda (2003)	23.0	11.3
Broadway & Alameda (2025)	11.0	5.2
I-25 & Alameda-No Action (2025)	14.5	7.1
I-25 & Alameda-Alternative 1 (2025)	14.9	7.3

CO concentrations are predicted to decrease at the target intersections in the future, even with higher traffic volumes. This is primarily because vehicles will be emitting less CO. This benefit will be realized regardless of which alternative is selected in the EIS. It should be noted that the maximum CO value for System Alternative 1 in **Table 3** reflects receptor R-22 being very close to a new I-25 ramp, Alameda Avenue and Kalamath Street.

The overall project is so large and involves such a range of traffic features that simple air quality impact pronouncements to distinguish between alternatives are difficult. In the broadest terms, the future alternatives (system and No Action) are not dramatically different from each other in that major highways, streets and intersections will be in the same general locations with similar traffic volumes regardless. However, mainline I-25 will have more lanes and LOS will be better under any of the system alternatives than the No Action Alternative and this is a major air quality consideration in the project corridor. All of the system alternatives separate the freight railroad from Santa Fe Drive and Kalamath Street, and each will provide comparable CO benefits over No Action Alternative by eliminating that traffic obstruction. The system alternatives will improve the operation of several intersections, which will provide CO benefits. So, all of the system alternatives have some air quality advantages over the No Action Alternative.

On a smaller scale, there are similarities and differences between the system alternatives. For example, each alternative has a unique layout at the I-25/Broadway interchange, yet LOSs at common intersections are similar, indicating little difference between CO conditions. System Alternative 1 may be slightly better than the others in this case. Each system alternative provides a unique US 6/Federal Boulevard interchange, but the LOSs are not dramatically different. In this case, System Alternative 2 may be slightly worse than the other alternatives. Conversely, the I-25 interchange area with Alameda Avenue provides clear differences between the alternatives. System Alternatives 2 and 3 grade-separate the bulk of traffic on Santa Fe Drive and Kalamath Street from Alameda Avenue and provide a clear CO benefit relative to System Alternative 1.

All of the system alternatives are expected to provide some CO benefits relative to the No Action Alternative. None of the system alternatives has a clear and universal CO benefit over the others. Each system alternative has aspects at some locations where it benefits local air

quality more than the other alternatives. However, System Alternatives 2 and 3 appear to provide the greatest overall CO benefit through the grade separation of Alameda Avenue from Santa Fe Drive and Kalamath Street. Overall, the results from modeling potential CO impacts indicate that none of the alternatives being considered will cause violations of CO standards, so any of them would be acceptable in CO terms.

3.2.4 Particulate Matter

Unlike CO pollution, quantitative tools for analysis of PM_{10} pollution have not been developed and approved for mobile sources. Therefore, a qualitative process was used for the analysis.

The air quality monitor nearest the project area is the Gates monitor at 1050 S. Broadway. There have been no exceedences of the PM_{10} standard at the Gates air quality monitor for more than a decade, which indicates that PM_{10} pollution has been sustainably reduced from previous levels. These reductions included the period from 1995-2000 where vehicle miles traveled in the area increased by 8%. The most relevant PM_{10} components from mobile sources are re-entrained fugitive dust and tailpipe emissions, which account for about half the PM_{10} emissions in the Denver area.

As was previously mentioned, the Final Rule redesignating the Denver area from nonattainment to maintenance status for PM_{10} became effective on October 16, 2002. This redesignation also included approval of a Maintenance Plan (MP) for PM_{10} for the Denver area (Colorado Air Quality Control Commission, 2001). These types of plans are required to ensure maintenance of the relevant NAAQS for at least 10 years. The MP included a number of strategies to reduce future PM_{10} emissions to demonstrate maintenance for 2002 and beyond. Most relevant to the project area were targeted reductions in PM_{10} emissions of 50% for the central Denver area (38th Avenue to Downing Street to Louisiana Avenue to Federal Boulevard) and 54% specifically for I-25 from US 6 to University Boulevard. These reductions will come mostly from lower tailpipe emissions, better street sanding procedures and ongoing vehicle inspection/maintenance requirements of the AIR Program. Street sanding is controlled by *Colorado Air Quality Commission Regulation No. 16* and is expected to be the biggest contributor to PM_{10} control for the project corridor. The MP also includes control of estimated PM_{10} emissions from road construction activities.

Re-entrained road dust tends to be a larger source of PM_{10} then tailpipe emissions for mobile sources. Higher vehicle speeds tend to produce more road dust. The Valley Highway EIS system alternatives are intended to improve traffic flow on I-25, which by itself could lead to higher PM_{10} emissions. However, these differences are expected to be trivial among the system alternatives. Traffic volumes in the corridor are expected to increase, which also could lead to more PM_{10} emissions.

The No Action Alternative should have the lowest PM_{10} emissions because of lower peak hour traffic speeds on I-25 and greater overall congestion. Overall, System Alternatives 2 and 3 could produce higher PM_{10} emissions than System Alternative 1 because of better traffic flow on Santa Fe Drive and Kalamath Street, but these are very small differences in the aggregate. Moreover, PM_{10} is the subject of a comprehensive MP for the Denver area that includes sweeping of I-25, so the impacts from I-25 traffic are already major considerations within the MP. PM_{10} concentrations have been well below the NAAQS even with the growth in traffic. Therefore, none of the proposed system alternatives is expected to cause or contribute to

violations of the PM_{10} NAAQS. None of the proposed alternatives is expected to interfere with the MP or its goals. No mitigation is necessary for PM_{10}.

3.2.5 Urban Air Toxics

In addition to the NAAQS set forth by EPA for the six criteria pollutants, EPA has also established a list of 33 urban air toxics. Urban air toxics, also known as hazardous air pollutants, are those pollutants that cause or may cause cancer or other serious health effects or adverse environmental and ecological effects. Most air toxics originate from human-made sources, including road mobile sources (e.g. cars, trucks, buses), non-road mobile sources (e.g. airplanes, lawnmowers, etc.) and stationary sources (e.g. factories, refineries, power-plants), as well as indoor sources (e.g. building materials). Some air toxics are also released from natural sources such as volcanic eruptions and forest fires.

These pollutants are in our atmosphere as a result of our industrialized society, but science has been providing more evidence about the risks they pose to human health. The health risks for people exposed to urban air toxics at sufficiently high concentrations or lengthy durations include an increased risk for getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive, developmental, respiratory and other health problems.

To better understand the harmful effects road sources of urban air toxics have on human health, EPA developed in 1996 a list of 22 mobile-source air toxics, such as acetaldehyde, benzene, formaldehyde, diesel exhaust, acrolein and 1,3-butadiene, and assessed the risks of various kinds of exposures to these pollutants on human health. In July 1999, EPA published a strategy to reduce urban air toxics. In March 2001, EPA issued regulations for the producers of urban air toxics to decrease the amounts of these pollutants by target dates in 2007 and 2020. Under these regulations, between 1990 and 2020, on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde will be reduced by 67 to 76 percent, and on-highway diesel particulate matter emissions will be reduced by 90 percent. These are net emission reductions, that is, the reductions that will be experienced even after growth in vehicle miles of travel is taken into account. These reductions are due to several national mobile source control programs, including the reformulated gasoline program, a new cap on the toxics content of gasoline, the national low emission vehicle standards, the Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and the heavy-duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements.

EPA has not yet determined how best to evaluate the impact of future roads and intersections on the ambient concentrations of urban air toxics. There are no standards for these air toxics and there are no tools to determine the significance of localized concentrations or of increases or decreases in emissions. Without the necessary standards and tools, the specific impacts of this project can not be analyzed in any meaningful way. With the information currently available, it can be concluded that:

- There are likely to be localized concentrations of air toxics along the Valley Highway Corridor that are similar to concentrations experienced by existing residences at similar distances from other similar corridors.
- Regardless of the alternative chosen, emissions in the project area will decrease over time due to EPA's national control programs.

- Total emissions of urban air toxics would not likely vary greatly between the system alternatives.

The general trend of air toxics emissions is expected to decrease over time, similar to the actual and predicted trends in CO and other air pollutant emissions, due to national control programs.

3.2.6 Construction Impacts

The overall construction project has the potential to last several years. Adjoining properties in the project area would be near construction activities when the proposed project is built. Construction emissions differ from regular traffic emissions in several ways:

- Construction emissions last only for the duration of the construction period
- Construction activities generally are short-term, and depending on the nature of the construction operations, could last from seconds (e.g., a truck passing) to months (e.g., constructing a bridge)
- Construction can involve other emission sources, such as fugitive dust from ground disturbance
- Construction emissions tend to be intermittent and depend on the type of operation, location, and function of the equipment, and the equipment usage cycle. Traffic emissions are present in a more continuous fashion after construction activities are completed

Construction emission impacts will be minimized somewhat because little of the project corridor abuts sensitive areas such as residences or schools. Even so, employees at neighboring commercial areas could be exposed to construction-related emissions. The system alternatives are similar in nature to other highway projects and the construction emissions should be representative of projects of this type and magnitude. To address the temporary elevated air emissions that may be experienced during construction, standard construction mitigation measures should be incorporated into construction contracts. These include following best management practices and relevant CDOT construction specifications. These could include:

- Engines and exhaust systems on equipment in good working order. Equipment maintained on a regular basis, and equipment subject to inspection by the project manager to ensure maintenance.
- Fugitive dust systematically controlled through diligent implementation of a dust control plan (this would also control potential exposure to contaminated soil dust).
- No excessive idling of inactive equipment or vehicles.
- Construction equipment and vehicles use higher-grade fuel to reduce pollutant emissions.
- Stationary equipment located as far from sensitive receivers as possible.

3.2.7 Mitigation

Given that air pollutants are not predicted to exceed the NAAQS in the future as a result of implementing any of the system alternatives, mitigation measures for air quality are not necessary for the project. Future emissions from on-road mobile sources will be minimized globally through several federal regulations. The Denver area maintenance plans for CO, O_3 and PM_{10} will serve to avoid and minimize pollutant emissions from I-25 and other project roads. Standard emission minimization measures for construction activities are recommended (**Section 3.2.6**).

4.0 CUMULATIVE IMPACTS

Section 3 describes the potential impacts that could occur as a result of the construction of the entire proposed project. The National Environmental Policy Act requires assessment of the proposed action in combination with other actions that could result in cumulative environmental impacts. Cumulative impacts are defined in the Council on Environmental Quality (CEQ) regulations as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions." CEQ notes that "cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." Cumulative impacts were identified by comparing the potential impacts of the proposed project and other past, current, or proposed actions in the area to establish whether, in the aggregate, they could result in significant environmental impacts.

For the past century, the project area has been an urban area. Neighboring land uses have ranged from heavy industry to residential. The project area does not include any significant undisturbed areas. Even the parks and river corridor have been disturbed through past actions. Because the proposed project is to be built in an urban area and will improve existing highways and streets, the potential for significant cumulative environmental impacts should be reduced. Redevelopment of existing areas with similar uses is not expected to produce significant changes. Redevelopment to other land uses could produce significant changes. The most notable possible changes are the proposed redevelopment plans for two sites at the Gates Rubber facility at I-25 and Broadway. The plans would convert industrial land uses to high-density residential and commercial land uses. Significant new residential development is being considered for the two sites that could generate a significant volume of vehicle traffic. Road improvements of the type in the proposed project may be necessary for the Gates Rubber redevelopment to even be viable from a traffic perspective. However, the proposed project alone is unlikely to provide enough capacity to handle all of the possible new traffic, particularly along Mississippi Avenue. Depending on the ultimate disposition of the Gates Rubber property, it could have significant traffic consequences to that area.

The proposed project is expected to be beneficial for transportation in the long term, as it will enhance the function of surrounding infrastructure features. I-25 will face heavy future traffic volumes whether the proposed project is built or not. The proposed project will help to alleviate some traffic congestion, but certainly can not cure the all the congestion on I-25 and the surrounding streets. Construction of the project may generate additional vehicle trips during construction and require some traffic rerouting, but these should be temporary and not create substantial adverse effects.

The cumulative effects on regional air quality, relative to future conditions with the proposed project, are difficult to estimate. Whereas more efficiently operating roadways will sustain higher LOS in the area, the proposed improvements could increase total traffic. Depending on the alternative ultimately selected, some currently congested intersections could be grade-separated and operate much more efficiently, providing an air quality benefit. CO emissions per mile are expected to decrease in the future because of cleaner vehicles. On the whole, while traffic and emission sources may increase on a local scale, traffic and overall emissions should improve on the larger regional scale. The net effect on regional air quality with the proposed project is taken into account in the regional conformity analysis performed by DRCOG.

5.0 REFERENCES

Colorado Air Quality Control Commission, *PM-10 Redesignation Request and Maintenance Plan for the Denver Metropolitan Area*, April 19, 2001.

Denver Regional Council of Governments, *Fiscally Constrained Metro Vision 2025 Interim Regional Transportation Plan and 2003 Amendments*, August 20, 2003.

Felsburg Holt & Ullevig, *Traffic Report for the Valley Highway EIS*, February, 2005.

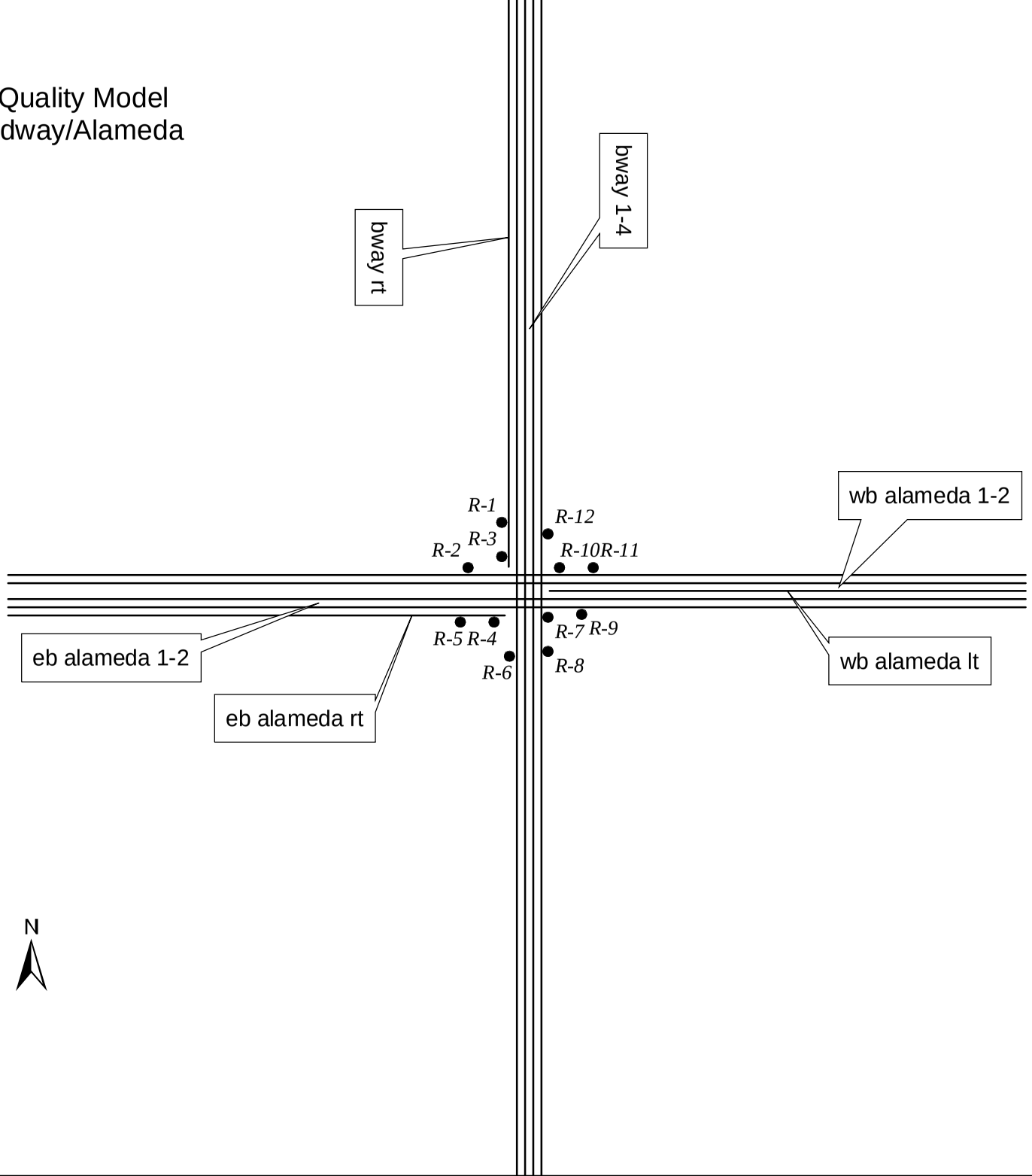
U. S. Environmental Protection Agency, Office of Air and Radiation, *Air Quality Data*.

U. S. Environmental Protection Agency, Office of Air and Radiation, Office of Mobile Sources, Emission Control Technology Division, Test and Evaluation Branch. *User's Guide to MOBILE 4.1 -- MOBILE 5 Inputs*. Ann Arbor, Michigan. July 1991 (revised 1993).

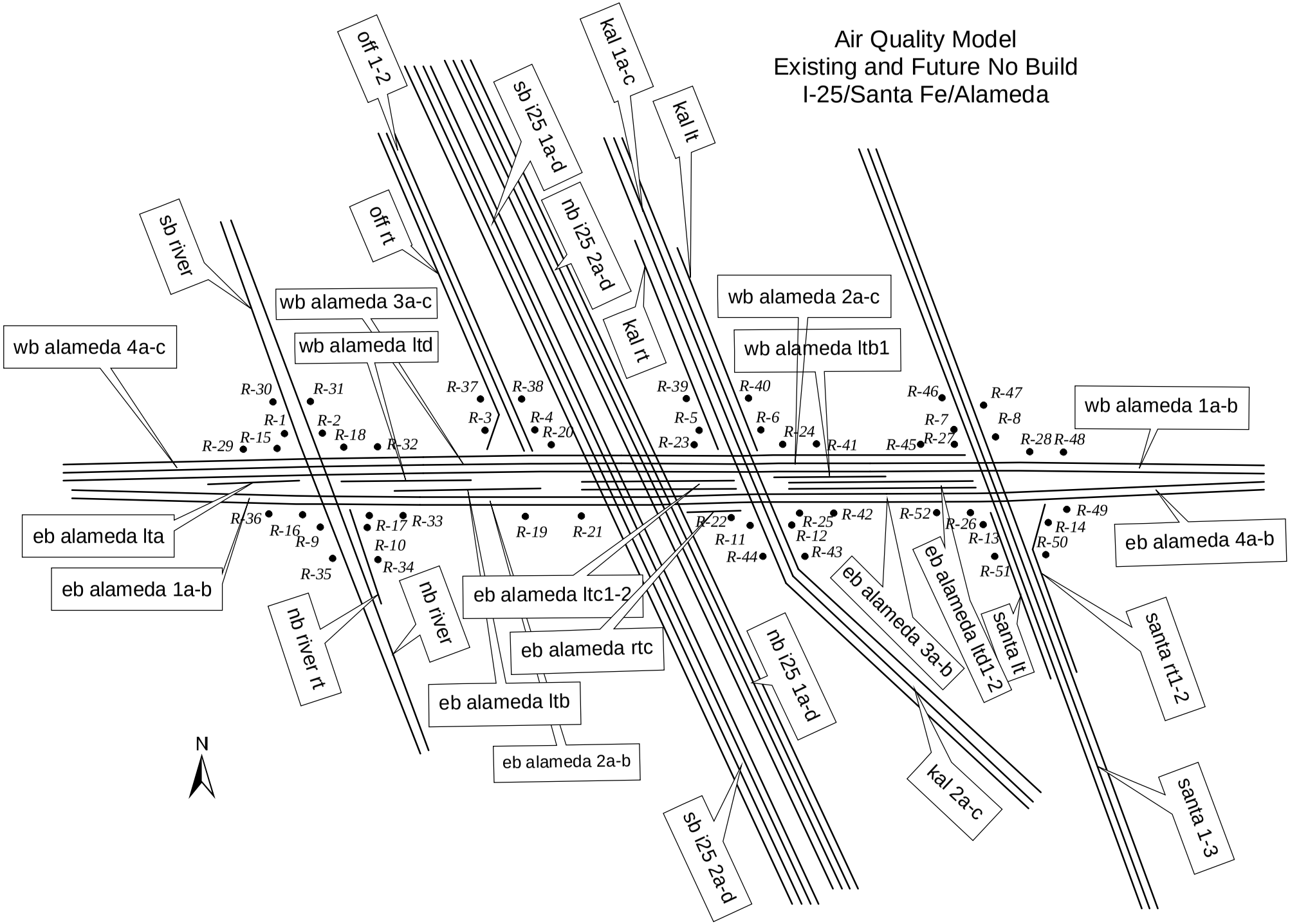
U. S. Environmental Protection Agency, Office of Air Quality Planning and Standards, Technical Support Division. *Guideline for Modeling Carbon Monoxide from Roadway Intersections*. Research Triangle Park, North Carolina. November 1992.

APPENDIX A CAL3QHC MODEL LAYOUTS

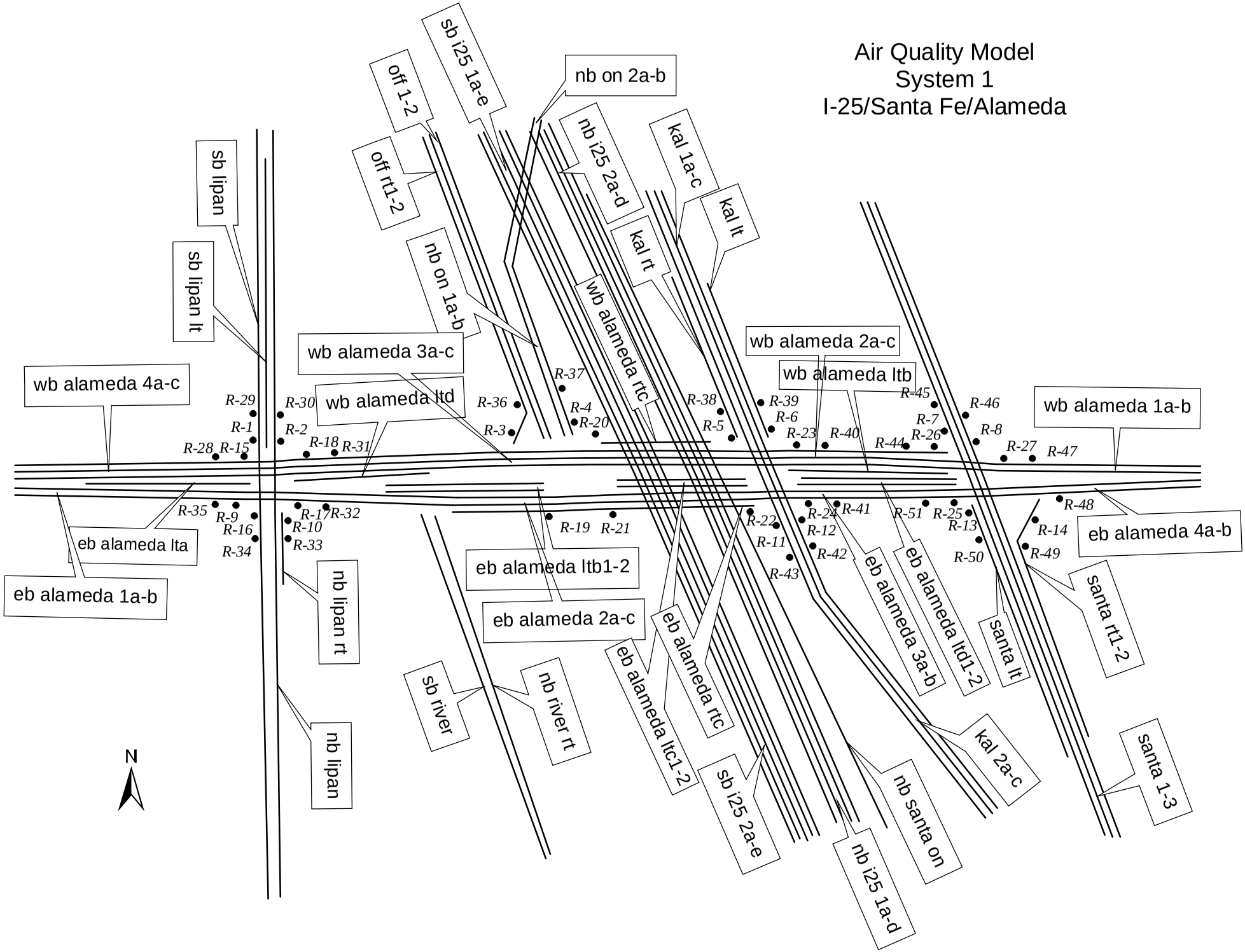
Air Quality Model
Broadway/Alameda



Air Quality Model
Existing and Future No Build
I-25/Santa Fe/Alameda



Air Quality Model
System 1
I-25/Santa Fe/Alameda



APPENDIX B EMISSION FACTORS

```
*************************************************************************
* MOBILE6.2 (31-Oct-2002)                                               *
* Input file: VALHWY03.IN (file 1, run 1).                              *
*************************************************************************
* Evaluation year 2006 only
* Program data from inspection year 2001
* Basic and Enhanced I/M Programs
* Pass/fail Idle/2500 for all HDGV vehicles >1981
* Colorado 2006 I/M240 cutpoints for cars and trucks
* Reading non-default I/M CUTPOINTS from the following external
* data file: 06CUTPC.D
* Reading non-default I/M CUTPOINTS from the following external
* data file: 06CUTPT.D
  M616 Comment:
               User has supplied post-1999 sulfur levels.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Freeway AM Peak - Valley Highway
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\FWY.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350               0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  -----------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     25.40     32.67     40.51     34.67     43.60     1.974     2.263     7.434     26.10    29.853
  -----------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     14.29     18.16     20.90     18.86               0.932     0.990               19.917
   CO Total Exhaust:     25.40     32.67     40.51     34.67     43.60     1.974     2.263     7.434     26.10    29.853
  -----------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Ramp AM Peak - Valley Highway
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\RMP.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
```

```
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     35.38     41.52     48.37     43.26     34.58     1.873     2.157     6.635     19.78    38.316
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     24.27     27.01     28.76     27.46               0.832     0.883               13.595
   CO Total Exhaust:     35.38     41.52     48.37     43.26     34.58     1.873     2.157     6.635     19.78    38.316
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Arterial AM Peak - Valley Highway
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\ART.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
                   Calendar Year:  2003
                           Month:  Jan.
                        Altitude:  High
             Minimum Temperature:  27.0 (F)
             Maximum Temperature:  52.0 (F)
               Absolute Humidity:   75. grains/lb
                Nominal Fuel RVP:  12.0 psi
                   Weathered RVP:  12.7 psi
             Fuel Sulfur Content:  263. ppm
             Exhaust I/M Program:  Yes
                Evap I/M Program:  No
                     ATP Program:  Yes
                Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     22.30     28.91     36.30     30.79     39.83     1.986     2.276     7.531     21.46    26.459
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     11.19     14.40     16.69     14.99               0.944     1.003               15.273
   CO Total Exhaust:     22.30     28.91     36.30     30.79     39.83     1.986     2.276     7.531     21.46    26.459
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Local AM Peak - Valley Highway
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\LOC.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
                   Calendar Year:  2003
                           Month:  Jan.
                        Altitude:  High
             Minimum Temperature:  27.0 (F)
             Maximum Temperature:  52.0 (F)
               Absolute Humidity:   75. grains/lb
                Nominal Fuel RVP:  12.0 psi
                   Weathered RVP:  12.7 psi
             Fuel Sulfur Content:  263. ppm
             Exhaust I/M Program:  Yes
                Evap I/M Program:  No
                     ATP Program:  Yes
                Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
```

```
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.03     25.27     33.29     27.31     93.31     3.239     3.607    17.532     32.22    24.522
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:      7.92     10.76     13.69     11.50               2.197     2.334               26.031
   CO Total Exhaust:     19.03     25.27     33.29     27.31     93.31     3.239     3.607    17.532     32.22    24.522
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # #
* urban Freeway PM Peak - Valley Highway
* File 1, Run 1, Scenario 5.
* # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\FWY.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                             Month:  Jan.
                          Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     23.97     30.49     37.92     32.38     41.99     1.981     2.271     7.493     25.42    28.029
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     12.86     15.98     18.32     16.58               0.939     0.998               19.235
   CO Total Exhaust:     23.97     30.49     37.92     32.38     41.99     1.981     2.271     7.493     25.42    28.029
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # #
* urban Ramp PM Peak - Valley Highway
* File 1, Run 1, Scenario 6.
* # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\RMP.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                             Month:  Jan.
                          Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
```

```
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     33.17     38.49     45.09     40.17     32.98     1.873     2.157     6.635     19.00    35.745
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     22.06     23.98     25.49     24.37               0.832     0.883               12.818
   CO Total Exhaust:     33.17     38.49     45.09     40.17     32.98     1.873     2.157     6.635     19.00    35.745
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Arterial PM Peak - Valley Highway
* File 1, Run 1, Scenario 7.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\ART.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     21.39     27.44     34.59     29.26     38.94     2.007     2.299     7.701     20.86    25.264
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     10.28     12.93     14.98     13.46               0.965     1.025               14.678
   CO Total Exhaust:     21.39     27.44     34.59     29.26     38.94     2.007     2.299     7.701     20.86    25.264
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Local PM Peak - Valley Highway
* File 1, Run 1, Scenario 8.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\LOC.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
```

```
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     18.28     24.05     31.71     26.00     89.02     3.239     3.607    17.532     30.73    23.448
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:      7.17      9.54     12.11     10.19               2.197     2.334               24.542
   CO Total Exhaust:     18.28     24.05     31.71     26.00     89.02     3.239     3.607    17.532     30.73    23.448
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Freeway AM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 9.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\FWY.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     57.59     73.04     95.33     78.72    216.80     5.785     6.312    37.844     89.52    70.485
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     46.48     58.54     75.73     62.91               4.743     5.038               83.338
   CO Total Exhaust:     57.59     73.04     95.33     78.72    216.80     5.785     6.312    37.844     89.52    70.485
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Ramp AM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 10.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\RMP.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
```

```
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     35.38     41.52     48.37     43.26     34.58     1.873     2.157     6.635     19.78    38.316
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     24.27     27.01     28.76     27.46               0.832     0.883               13.595
   CO Total Exhaust:     35.38     41.52     48.37     43.26     34.58     1.873     2.157     6.635     19.78    38.316
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Arterial AM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 11.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\ART.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                             Month:  Jan.
                          Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     57.59     73.04     95.33     78.72    216.80     5.785     6.312    37.844     89.52    70.485
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     46.48     58.54     75.73     62.91               4.743     5.038               83.338
   CO Total Exhaust:     57.59     73.04     95.33     78.72    216.80     5.785     6.312    37.844     89.52    70.485
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Local AM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 12.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\LOC.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
                    Calendar Year:  2003
                             Month:  Jan.
                          Altitude:  High
              Minimum Temperature:  27.0 (F)
              Maximum Temperature:  52.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.7 psi
              Fuel Sulfur Content:  263. ppm
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  No
                      ATP Program:  Yes
                 Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
```

```
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.03     25.27     33.29     27.31     93.31     3.239     3.607    17.532     32.22    24.522
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:      7.92     10.76     13.69     11.50               2.197     2.334               26.031
   CO Total Exhaust:     19.03     25.27     33.29     27.31     93.31     3.239     3.607    17.532     32.22    24.522
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Freeway PM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 13.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\FWY.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
                   Calendar Year:  2003
                           Month:  Jan.
                        Altitude:  High
             Minimum Temperature:  27.0 (F)
             Maximum Temperature:  52.0 (F)
               Absolute Humidity:   75. grains/lb
                Nominal Fuel RVP:  12.0 psi
                   Weathered RVP:  12.7 psi
             Fuel Sulfur Content:  263. ppm
             Exhaust I/M Program:  Yes
                Evap I/M Program:  No
                     ATP Program:  Yes
                Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     53.22     66.42     86.60     71.56    206.82     5.785     6.312    37.844     84.76    64.724
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     42.11     51.91     66.99     55.75               4.743     5.038               78.571
   CO Total Exhaust:     53.22     66.42     86.60     71.56    206.82     5.785     6.312    37.844     84.76    64.724
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Ramp PM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 14.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\RMP.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
                   Calendar Year:  2003
                           Month:  Jan.
                        Altitude:  High
             Minimum Temperature:  27.0 (F)
             Maximum Temperature:  52.0 (F)
               Absolute Humidity:   75. grains/lb
                Nominal Fuel RVP:  12.0 psi
                   Weathered RVP:  12.7 psi
             Fuel Sulfur Content:  263. ppm
             Exhaust I/M Program:  Yes
                Evap I/M Program:  No
                     ATP Program:  Yes
                Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
```

```
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     33.17     38.49     45.09     40.17     32.98     1.873     2.157     6.635     19.00    35.745
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     22.06     23.98     25.49     24.37               0.832     0.883               12.818
   CO Total Exhaust:     33.17     38.49     45.09     40.17     32.98     1.873     2.157     6.635     19.00    35.745
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Arterial PM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 15.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\ART.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
                   Calendar Year:  2003
                           Month:  Jan.
                        Altitude:  High
             Minimum Temperature:  27.0 (F)
             Maximum Temperature:  52.0 (F)
               Absolute Humidity:   75. grains/lb
                Nominal Fuel RVP:  12.0 psi
                   Weathered RVP:  12.7 psi
             Fuel Sulfur Content:  263. ppm
             Exhaust I/M Program:  Yes
                Evap I/M Program:  No
                     ATP Program:  Yes
                Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     53.22     66.42     86.60     71.56    206.82     5.785     6.312    37.844     84.76    64.724
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:     42.11     51.91     66.99     55.75               4.743     5.038               78.571
   CO Total Exhaust:     53.22     66.42     86.60     71.56    206.82     5.785     6.312    37.844     84.76    64.724
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Local PM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 16.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\LOC.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
                   Calendar Year:  2003
                           Month:  Jan.
                        Altitude:  High
             Minimum Temperature:  27.0 (F)
             Maximum Temperature:  52.0 (F)
               Absolute Humidity:   75. grains/lb
                Nominal Fuel RVP:  12.0 psi
                   Weathered RVP:  12.7 psi
             Fuel Sulfur Content:  263. ppm
             Exhaust I/M Program:  Yes
                Evap I/M Program:  No
                     ATP Program:  Yes
```

```
                Reformulated Gas:  No
   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.028
                                          Alcohol Blend RVP Waiver: Yes
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4103    0.3954    0.1350              0.0157    0.0006    0.0022    0.0382    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     18.28     24.05     31.71     26.00     89.02     3.239     3.607    17.532     30.73    23.448
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:     11.11     14.51     19.60     15.81               1.042     1.273                6.187
         CO Running:      7.17      9.54     12.11     10.19               2.197     2.334               24.542
   CO Total Exhaust:     18.28     24.05     31.71     26.00     89.02     3.239     3.607    17.532     30.73    23.448
  ---------------------------------------------------------------------------------------------------------------------------

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*************************************************************************
* MOBILE6.2 (31-Oct-2002)                                               *
* Input file: VALHWY25.IN (file 1, run 1).                              *
*************************************************************************
  M616 Comment:
               User has supplied post-1999 sulfur levels.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Freeway AM Peak - Valley Highway
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\FWY.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                    Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     15.21     16.04     20.42     17.15     26.77     0.620     0.475     0.735     31.77    15.862
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      7.65      8.68     11.65      9.43               0.366     0.285               24.025
   CO Total Exhaust:     15.21     16.04     20.42     17.15     26.77     0.620     0.475     0.735     31.77    15.862
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Ramp AM Peak - Valley Highway
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\RMP.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
```

```
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                     Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.29     16.74     20.97     17.81     21.23     0.581     0.444     0.656     24.14    16.548
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      8.73      9.38     12.19     10.09               0.326     0.255               16.398
   CO Total Exhaust:     16.29     16.74     20.97     17.81     21.23     0.581     0.444     0.656     24.14    16.548
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Arterial AM Peak - Valley Highway
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\ART.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
                     Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     13.77     14.38     18.27     15.37     24.45     0.625     0.478     0.744     26.16    14.276
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      6.21      7.02      9.49      7.65               0.371     0.289               18.421
   CO Total Exhaust:     13.77     14.38     18.27     15.37     24.45     0.625     0.478     0.744     26.16    14.276
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Local AM Peak - Valley Highway
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\LOC.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  12.0 psi
```

```
                 Weathered RVP:  12.0 psi
            Fuel Sulfur Content:   30. ppm
            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No
      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     13.73     14.30     18.37     15.34     57.30     1.117     0.862     1.732     39.14    14.804
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      6.16      6.94      9.60      7.62               0.863     0.673               31.397
   CO Total Exhaust:     13.73     14.30     18.37     15.34     57.30     1.117     0.862     1.732     39.14    14.804
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Freeway PM Peak - Valley Highway
* File 1, Run 1, Scenario 5.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\FWY.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12
                 Calendar Year:  2025
                         Month:  Jan.
                      Altitude:  High
            Minimum Temperature:  35.0 (F)
            Maximum Temperature:  35.0 (F)
              Absolute Humidity:   75. grains/lb
               Nominal Fuel RVP:  12.0 psi
                 Weathered RVP:  12.0 psi
            Fuel Sulfur Content:   30. ppm
            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No
      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     15.14     15.97     20.32     17.07     26.72     0.618     0.473     0.731     32.24    15.788
  ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      7.58      8.61     11.54      9.35               0.364     0.284               24.497
   CO Total Exhaust:     15.14     15.97     20.32     17.07     26.72     0.618     0.473     0.731     32.24    15.788
  ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Ramp PM Peak - Valley Highway
* File 1, Run 1, Scenario 6.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\RMP.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12
                 Calendar Year:  2025
                         Month:  Jan.
                      Altitude:  High
            Minimum Temperature:  35.0 (F)
            Maximum Temperature:  35.0 (F)
              Absolute Humidity:   75. grains/lb
               Nominal Fuel RVP:  12.0 psi
                 Weathered RVP:  12.0 psi
            Fuel Sulfur Content:   30. ppm
            Exhaust I/M Program:  No
               Evap I/M Program:  No
```

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                    ATP Program:  No
              Reformulated Gas:  No
      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite CO  :     16.29     16.74     20.97     17.81     21.23     0.581     0.444     0.656     24.14    16.548
 ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
          CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
        CO Running:      8.73      9.38     12.19     10.09               0.326     0.255               16.398
  CO Total Exhaust:     16.29     16.74     20.97     17.81     21.23     0.581     0.444     0.656     24.14    16.548
 ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Arterial PM Peak - Valley Highway
* File 1, Run 1, Scenario 7.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\ART.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12
                   Calendar Year:  2025
                           Month:  Jan.
                        Altitude:  High
             Minimum Temperature:  35.0 (F)
             Maximum Temperature:  35.0 (F)
               Absolute Humidity:   75. grains/lb
                Nominal Fuel RVP:  12.0 psi
                   Weathered RVP:  12.0 psi
             Fuel Sulfur Content:   30. ppm
             Exhaust I/M Program:  No
                Evap I/M Program:  No
                    ATP Program:  No
              Reformulated Gas:  No
      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite CO  :     13.84     14.46     18.37     15.45     24.82     0.630     0.482     0.754     26.40    14.352
 ---------------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
          CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
        CO Running:      6.28      7.10      9.59      7.73               0.375     0.293               18.654
  CO Total Exhaust:     13.84     14.46     18.37     15.45     24.82     0.630     0.482     0.754     26.40    14.352
 ---------------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Local PM Peak - Valley Highway
* File 1, Run 1, Scenario 8.
* # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\LOC.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12
                   Calendar Year:  2025
                           Month:  Jan.
                        Altitude:  High
             Minimum Temperature:  35.0 (F)
             Maximum Temperature:  35.0 (F)
               Absolute Humidity:   75. grains/lb
                Nominal Fuel RVP:  12.0 psi
                   Weathered RVP:  12.0 psi
             Fuel Sulfur Content:   30. ppm
             Exhaust I/M Program:  No
                Evap I/M Program:  No
                    ATP Program:  No
              Reformulated Gas:  No
      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
```

```
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     13.73     14.30     18.37     15.34     57.30     1.117     0.862     1.732     39.14    14.804
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      6.16      6.94      9.60      7.62               0.863     0.673               31.397
   CO Total Exhaust:     13.73     14.30     18.37     15.34     57.30     1.117     0.862     1.732     39.14    14.804
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Freeway AM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 9.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\FWY.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                   Nominal Fuel RVP:  12.0 psi
                      Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     33.26     34.67     45.89     37.52    133.12     2.116     1.642     3.740    108.26    35.994
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:     25.70     27.31     37.12     29.80               1.862     1.453              100.517
   CO Total Exhaust:     33.26     34.67     45.89     37.52    133.12     2.116     1.642     3.740    108.26    35.994
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Ramp AM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 10.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\RMP.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                   Nominal Fuel RVP:  12.0 psi
                      Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
```

```
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.29     16.74     20.97     17.81     21.23     0.581     0.444     0.656     24.14    16.548
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      8.73      9.38     12.19     10.09               0.326     0.255               16.398
   CO Total Exhaust:     16.29     16.74     20.97     17.81     21.23     0.581     0.444     0.656     24.14    16.548
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Arterial AM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 11.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\ART.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                  Nominal Fuel RVP:  12.0 psi
                     Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     33.26     34.67     45.89     37.52    133.12     2.116     1.642     3.740    108.26    35.994
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:     25.70     27.31     37.12     29.80               1.862     1.453              100.517
   CO Total Exhaust:     33.26     34.67     45.89     37.52    133.12     2.116     1.642     3.740    108.26    35.994
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Local AM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 12.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\AMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\LOC.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                  Nominal Fuel RVP:  12.0 psi
                     Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
```

```
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     13.73     14.30     18.37     15.34     57.30     1.117     0.862     1.732     39.14    14.804
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      6.16      6.94      9.60      7.62               0.863     0.673               31.397
   CO Total Exhaust:     13.73     14.30     18.37     15.34     57.30     1.117     0.862     1.732     39.14    14.804
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Freeway PM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 13.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\FWY.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                   Nominal Fuel RVP:  12.0 psi
                      Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     33.26     34.67     45.89     37.52    133.12     2.116     1.642     3.740    108.26    35.994
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:     25.70     27.31     37.12     29.80               1.862     1.453              100.517
   CO Total Exhaust:     33.26     34.67     45.89     37.52    133.12     2.116     1.642     3.740    108.26    35.994
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Ramp PM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 14.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\RMP.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                   Nominal Fuel RVP:  12.0 psi
                      Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
```

```
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.29     16.74     20.97     17.81     21.23     0.581     0.444     0.656     24.14    16.548
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:      8.73      9.38     12.19     10.09               0.326     0.255               16.398
   CO Total Exhaust:     16.29     16.74     20.97     17.81     21.23     0.581     0.444     0.656     24.14    16.548
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Arterial PM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 15.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\ART.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                  Nominal Fuel RVP:  12.0 psi
                     Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.4105    0.3957    0.1349              0.0150    0.0004    0.0020    0.0389    0.0026    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     33.26     34.67     45.89     37.52    133.12     2.116     1.642     3.740    108.26    35.994
  ---------------------------------------------------------------------------------------------------------------------
Exhaust emissions (g/mi):
           CO Start:      7.56      7.36      8.78      7.72               0.254     0.189                7.742
         CO Running:     25.70     27.31     37.12     29.80               1.862     1.453              100.517
   CO Total Exhaust:     33.26     34.67     45.89     37.52    133.12     2.116     1.642     3.740    108.26    35.994
  ---------------------------------------------------------------------------------------------------------------------
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urban Local PM Peak Idle - Valley Highway
* File 1, Run 1, Scenario 16.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SPEED\IDLE.DEF
* Reading Hourly VMT distribution from the following external
* data file: VMT\PMPEAK.DEF
* Reading Hourly Roadway VMT distribution from the following external
* data file: ..\..\FAC\LOC.DEF
  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
                    Calendar Year:  2025
                            Month:  Jan.
                         Altitude:  High
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  35.0 (F)
                Absolute Humidity:   75. grains/lb
                  Nominal Fuel RVP:  12.0 psi
                     Weathered RVP:  12.0 psi
              Fuel Sulfur Content:   30. ppm
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
```

VMT Distribution:	0.4105	0.3957	0.1349		0.0150	0.0004	0.0020	0.0389	0.0026	1.0000
Composite Emission Factors (g/mi):										
Composite CO :	13.73	14.30	18.37	15.34	57.30	1.117	0.862	1.732	39.14	14.804
Exhaust emissions (g/mi):										
CO Start:	7.56	7.36	8.78	7.72		0.254	0.189		7.742	
CO Running:	6.16	6.94	9.60	7.62		0.863	0.673		31.397	
CO Total Exhaust:	13.73	14.30	18.37	15.34	57.30	1.117	0.862	1.732	39.14	14.804

APPENDIX C MODEL INPUT FILES

```
Broadway/Alameda Intersection              60 175    0    012    0.304816091  2C1
R-1                        478.       95.       6.0
R-2                        428.       28.       6.0
R-3                        478.       45.       6.0
R-4                        467.      -52.       6.0
R-5                        417.      -52.       6.0
R-6                        489.     -102.       6.0
R-7                        546.      -45.       6.0
R-8                        546.      -95.       6.0
R-9                        596.      -40.       6.0
R-10                       563.       28.       6.0
R-11                       613.       28.       6.0
R-12                       546.       78.       6.0
Existing Conditions-2003                  27  1  1
  2
bway 1 Que          AG   500.    30.   500.  1000.       0  12   1
        75        32       5.0  833  117.7 1700 1 3
  2
bway 2 Que          AG   512.    30.   512.  1000.       0  12   1
        75        32       5.0  833  117.7 1700 1 3
  2
bway 3 Que          AG   524.    30.   524.  1000.       0  12   1
        75        32       5.0  833  117.7 1700 1 3
  2
bway 4 Que          AG   536.    30.   536.  1000.       0  12   1
        75        32       5.0  833  117.7 1700 1 3
  2
bway rt Que         AG   488.    30.   488.  1000.      0.  12   1
        75        35       5.0  385  117.7 1600 1 3
  2
eb alameda 1 Que    AG   482.   -18.  -250.   -18.       0  12   1
        75        40       5.0  668  117.7 1700 1 3
  2
eb alameda 2 Que    AG   482.   -30.  -250.   -30.       0  12   1
        75        40       5.0  668  117.7 1700 1 3
  2
eb alameda rt Que   AG   482.   -42.  -250.   -42.      0.  12   1
        75        42       5.0  205  117.7 1600 1 3
  2
wb alameda 1 Que    AG   548.     6.  1250.     6.       0  12   1
        75        45       5.0  503  117.7 1700 1 3
  2
wb alameda 2 Que    AG   548.    18.  1250.    18.       0  12   1
        75        45       5.0  503  117.7 1700 1 3
  2
wb alameda lt Que   AG   548.    -6.  1250.    -6.      0.  12   1
        75        60       5.0  215  117.7 1600 1 3
  1
bway 1 Apr          AG   500.     0.   500.  1000.     92911.9   0  32
  1
bway 2 Apr          AG   512.     0.   512.  1000.     92911.9   0  32
  1
bway 3 Apr          AG   524.     0.   524.  1000.     92911.9   0  32
  1
bway 4 Apr          AG   536.     0.   536.  1000.     92911.9   0  32
  1
eb alameda 1 Apr    AG   518.   -18.  -250.   -18.     77011.9   0  32
  1
eb alameda 2 Apr    AG   518.   -30.  -250.   -30.     77011.9   0  32
  1
wb alameda 1 Apr    AG   518.     6.  1250.     6.     61011.9   0  32
  1
wb alameda 2 Apr    AG   518.    18.  1250.    18.     61011.9   0  32
  1
bway 1 Dprt         AG   500. -1000.   500.     0.     87011.9   0  32
  1
bway 2 Dprt         AG   512. -1000.   512.     0.     87011.9   0  32
```

```
  1
bway 3 Dprt         AG   524. -1000.   524.     0.     87011.9   0  32
  1
bway 4 Dprt         AG   536. -1000.   536.     0.     87011.9   0  32
  1
eb alameda 1 Dprt   AG  1250.   -18.   518.   -18.     80311.9   0  32
  1
eb alameda 2 Dprt   AG  1250.   -30.   518.   -30.     80311.9   0  32
  1
wb alameda 1 Dprt   AG  -250.     6.   518.     6.     69511.9   0  32
  1
wb alameda 2 Dprt   AG  -250.    18.   518.    18.     69511.9   0  32
1.0   04  1000 0.0Y  5  0 71

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Broadway/Alameda Intersection             60 175    0    012    0.304816091  2C1
R-1                       478.       95.       6.0
R-2                       428.       28.       6.0
R-3                       478.       45.       6.0
R-4                       467.      -52.       6.0
R-5                       417.      -52.       6.0
R-6                       489.     -102.       6.0
R-7                       546.      -45.       6.0
R-8                       546.      -95.       6.0
R-9                       596.      -40.       6.0
R-10                      563.       28.       6.0
R-11                      613.       28.       6.0
R-12                      546.       78.       6.0
2025 Conditions                          27  1  1
  2
bway 1 Que          AG   500.    30.   500.  1000.       0  12   1
        75        34       5.0  990   66.6 1700 1 3
  2
bway 2 Que          AG   512.    30.   512.  1000.       0  12   1
        75        34       5.0  990   66.6 1700 1 3
  2
bway 3 Que          AG   524.    30.   524.  1000.       0  12   1
        75        34       5.0  990   66.6 1700 1 3
  2
bway 4 Que          AG   536.    30.   536.  1000.       0  12   1
        75        34       5.0  990   66.6 1700 1 3
  2
bway rt Que         AG   488.    30.   488.  1000.      0.  12   1
        75        34       5.0  465   66.6 1600 1 3
  2
eb alameda 1 Que    AG   482.   -18.  -250.   -18.       0  12   1
        75        37       5.0  828   66.6 1700 1 3
  2
eb alameda 2 Que    AG   482.   -30.  -250.   -30.       0  12   1
        75        37       5.0  828   66.6 1700 1 3
  2
eb alameda rt Que   AG   482.   -42.  -250.   -42.      0.  12   1
        75        40       5.0  245   66.6 1600 1 3
  2
wb alameda 1 Que    AG   548.     6.  1250.     6.       0  12   1
        75        42       5.0  630   66.6 1700 1 3
  2
wb alameda 2 Que    AG   548.    18.  1250.    18.       0  12   1
        75        42       5.0  630   66.6 1700 1 3
  2
wb alameda lt Que   AG   548.    -6.  1250.    -6.      0.  12   1
        75        60       5.0  265   66.6 1600 1 3
  1
bway 1 Apr          AG   500.     0.   500.  1000.    11066.73   0  32
  1
bway 2 Apr          AG   512.     0.   512.  1000.    11066.73   0  32
```

```
  1
bway 3 Apr          AG   524.     0.   524.  1000.    11066.73   0  32
  1
bway 4 Apr          AG   536.     0.   536.  1000.    11066.73   0  32
  1
eb alameda 1 Apr    AG   518.   -18.  -250.   -18.     9506.73   0  32
  1
eb alameda 2 Apr    AG   518.   -30.  -250.   -30.     9506.73   0  32
  1
wb alameda 1 Apr    AG   518.     6.  1250.     6.     7636.73   0  32
  1
wb alameda 2 Apr    AG   518.    18.  1250.    18.     7636.73   0  32
  1
bway 1 Dprt         AG   500. -1000.   500.     0.    10366.73   0  32
  1
bway 2 Dprt         AG   512. -1000.   512.     0.    10366.73   0  32
  1
bway 3 Dprt         AG   524. -1000.   524.     0.    10366.73   0  32
  1
bway 4 Dprt         AG   536. -1000.   536.     0.    10366.73   0  32
  1
eb alameda 1 Dprt   AG  1250.   -18.   518.   -18.     9906.73   0  32
  1
eb alameda 2 Dprt   AG  1250.   -30.   518.   -30.     9906.73   0  32
  1
wb alameda 1 Dprt   AG  -250.     6.   518.     6.     8636.73   0  32
  1
wb alameda 2 Dprt   AG  -250.    18.   518.    18.     8636.73   0  32
1.0   04  1000 0.0Y  5  0 71

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I-25/Alameda Interchange Area             60 175    0    052    0.304816091  2C1
R-1                       328.      705.       6.0
R-2                       384.      706.       6.0
R-3                       620.      710.       6.0
R-4                       700.      710.       6.0
R-5                       943.      710.       6.0
R-6                      1035.      711.       6.0
R-7                      1322.      711.       6.0
R-8                      1384.      700.       6.0
R-9                       381.      566.       6.0
R-10                      451.      565.       6.0
R-11                     1019.      569.       6.0
R-12                     1081.      569.       6.0
R-13                     1365.      570.       6.0
R-14                     1468.      573.       6.0
R-15                      317.      683.       6.0
R-16                      355.      584.       6.0
R-17                      454.      583.       6.0
R-18                      416.      685.       6.0
R-19                      686.      582.       6.0
R-20                      724.      688.       6.0
R-21                      768.      583.       6.0
R-22                      991.      572.       6.0
R-23                      936.      688.       6.0
R-24                     1067.      689.       6.0
R-25                     1093.      587.       6.0
R-26                     1346.      588.       6.0
R-27                     1322.      689.       6.0
R-28                     1434.      678.       6.0
R-29                      267.      681.       6.0
R-30                      311.      752.       6.0
R-31                      367.      753.       6.0
R-32                      466.      685.       6.0
R-33                      504.      583.       6.0
R-34                      467.      518.       6.0
```

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R-35                      400.      520.       6.0
R-36                      305.      586.       6.0
R-37                      619.      756.       6.0
R-38                      680.      756.       6.0
R-39                      924.      757.       6.0
R-40                     1017.      757.       6.0
R-41                     1118.      689.       6.0
R-42                     1143.      587.       6.0
R-43                     1100.      523.       6.0
R-44                     1038.      523.       6.0
R-45                     1272.      689.       6.0
R-46                     1304.      758.       6.0
R-47                     1366.      747.       6.0
R-48                     1484.      677.       6.0
R-49                     1489.      593.       6.0
R-50                     1458.      525.       6.0
R-51                     1382.      523.       6.0
R-52                     1296.      588.       6.0
Existing Conditions-2003                119  1  1
  2
eb alameda 1a Que   AG   345.   601.    12.   609.       0  12   1
       100        25       5.0  655  117.7 1700 1 3
  2
eb alameda 1b Que   AG   345.   613.    12.   621.       0  12   1
       100        25       5.0  655  117.7 1700 1 3
  2
eb alameda 2a Que   AG   701.   599.   529.   599.       0  12   1
       100        25       5.0  577  117.7 1700 1 3
  2
eb alameda 2b Que   AG   701.   611.   529.   611.       0  12   1
       100        25       5.0  577  117.7 1700 1 3
  2
eb alameda 3a Que   AG  1003.   603.   873.   599.       0  12   1
       100        50       5.0  342  117.7 1700 1 3
  2
eb alameda 3b Que   AG  1001.   615.   873.   611.       0  12   1
       100        50       5.0  342  117.7 1700 1 3
  2
eb alameda 4a Que   AG  1360.   604.  1222.   604.       0  12   1
       100        25       5.0  643  117.7 1700 1 3
  2
eb alameda 4b Que   AG  1355.   616.  1222.   616.       0  12   1
       100        25       5.0  643  117.7 1700 1 3
  2
eb alameda lta Que  AG   350.   635.   214.   630.       0  12   1
       100        90       5.0   10  117.7 1600 1 3
  2
eb alameda ltb Que  AG   708.   623.   491.   620.       0  12   1
       100        25       5.0  577  117.7 1600 1 3
  2
eb alameda ltc1 Que AG   998.   623.   769.   622.       0  12   1
       100        50       5.0  342  117.7 1600 1 3
  2
eb alameda ltc2 Que AG   995.   635.   769.   634.       0  12   1
       100        50       5.0  342  117.7 1600 1 3
  2
eb alameda ltd1 Que AG  1354.   625.  1077.   623.       0  12   1
       100        85       5.0  188  117.7 1600 1 3
  2
eb alameda ltd2 Que AG  1350.   634.  1077.   632.       0  12   1
       100        85       5.0  188  117.7 1600 1 3
  2
eb alameda rtc Que  AG  1005.   591.   925.   588.       0  12   1
       100        35       5.0  915  117.7 1600 1 3
  2
kal 1a Que          AG   984.   693.   802.  1144.       0  12   1
       100        66       5.0  468  117.7 1700 1 3
```

```
  2
kal 1b Que          AG   999.   693.   817.  1144.       0  12   1
       100        66       5.0  468  117.7 1700 1 3
  2
kal 1c Que          AG  1011.   693.   829.  1144.       0  12   1
       100        66       5.0  468  117.7 1700 1 3
  2
kal lt Que          AG  1030.   680.   911.   980.       0  12   1
       100        66       5.0  290  117.7 1600 1 3
  2
kal rt Que          AG   972.   682.   848.   991.       0  12   1
       100        66       5.0  465  117.7 1600 1 3
  2
nb river Que        AG   413.   582.   542.   235.       0  12   1
       100        75       5.0  115   21.1 1700 1 3
  2
nb river rt Que     AG   425.   592.   472.   452.       0  12   1
       100        75       5.0  255   21.1 1600 1 3
  2
off 1 Que           AG   684.   679.   479.  1150.       0  12   1
       100        75       5.0  278   55.0 1700 1 3
  2
off 2 Que           AG   696.   679.   491.  1150.       0  12   1
       100        75       5.0  278   55.0 1700 1 3
  2
off rt Que          AG   646.   733.   467.  1150.       0  12   1
       100        70       5.0  425   55.0 1600 1 3
  2
santa 1 Que         AG  1409.   584.  1624.     0.       0  12   1
       100        75       5.0  338  117.7 1700 1 3
  2
santa 2 Que         AG  1397.   584.  1612.     0.       0  12   1
       100        75       5.0  338  117.7 1700 1 3
  2
santa 3 Que         AG  1387.   585.  1600.     0.       0  12   1
       100        75       5.0  338  117.7 1700 1 3
  2
santa lt Que        AG  1376.   587.  1465.   341.       0  12   1
       100        75       5.0  337  117.7 1600 1 3
  2
santa rt1 Que       AG  1439.   533.  1504.   351.       0  12   1
       100        70       5.0  370  117.7 1600 1 3
  2
sb river Que        AG   350.   691.   233.  1019.       0  12   1
       100        75       5.0  260   21.1 1700 1 3
  2
wb alameda 1a Que   AG  1420.   662.  1782.   658.       0  12   1
       100        38       5.0  870  117.7 1700 1 3
  2
wb alameda 1b Que   AG  1420.   650.  1782.   646.       0  12   1
       100        38       5.0  870  117.7 1700 1 3
  2
wb alameda 2a Que   AG  1061.   661.  1197.   661.       0  12   1
       100        34       5.0  553  117.7 1700 1 3
  2
wb alameda 2b Que   AG  1061.   649.  1197.   649.       0  12   1
       100        34       5.0  553  117.7 1700 1 3
  2
wb alameda 2c Que   AG  1054.   673.  1338.   673.       0  12   1
       100        34       5.0  553  117.7 1700 1 3
  2
wb alameda 3a Que   AG   710.   660.   828.   661.       0  12   1
       100        25       5.0  708  117.7 1700 1 3
  2
wb alameda 3b Que   AG   722.   648.   828.   649.       0  12   1
       100        25       5.0  708  117.7 1700 1 3
  2
```

```
wb alameda 3c Que   AG   710.   672.   828.   673.       0  12   1
       100        25       5.0  708  117.7 1700 1 3
  2
wb alameda 4a Que   AG   414.   656.   534.   658.       0  12   1
       100        25       5.0  768  117.7 1700 1 3
  2
wb alameda 4b Que   AG   420.   645.   534.   646.       0  12   1
       100        25       5.0  768  117.7 1700 1 3
  2
wb alameda 4c Que   AG   409.   668.   534.   670.       0  12   1
       100        25       5.0  768  117.7 1700 1 3
  2
wb alameda ltb Que  AG  1054.   640.  1220.   641.       0  12   1
       100        79       5.0  290  117.7 1600 1 3
  2
wb alameda ltd Que  AG   412.   634.   605.   636.       0  12   1
       100        87       5.0  160  117.7 1600 1 3
  1
eb alameda 1a Apr   AG   395.   600.    12.   609.     66011.9   0  32
  1
eb alameda 1b Apr   AG   385.   612.    12.   621.     66011.9   0  32
  1
eb alameda 2a Apr   AG   733.   599.   529.   599.     86811.9   0  32
  1
eb alameda 2b Apr   AG   733.   611.   529.   611.     86811.9   0  32
  1
eb alameda 3a Apr   AG  1036.   603.   873.   599.     57111.9   0  32
  1
eb alameda 3b Apr   AG  1030.   615.   873.   611.     57111.9   0  32
  1
eb alameda 4a Apr   AG  1395.   605.  1222.   604.     41511.9   0  32
  1
eb alameda 4b Apr   AG  1388.   617.  1222.   616.     41511.9   0  32
  1
kal 1a Apr          AG  1008.   637.   802.  1144.     72011.9   0  32
  1
kal 1b Apr          AG  1022.   637.   817.  1144.     72011.9   0  32
  1
kal 1c Apr          AG  1035.   637.   829.  1144.     72011.9   0  32
  1
nb river Apr        AG   392.   638.   542.   235.     370 9.5   0  32
  1
santa 1 Apr         AG  1390.   636.  1624.     0.     57311.9   0  32
  1
santa 2 Apr         AG  1378.   636.  1612.     0.     57311.9   0  32
  1
santa 3 Apr         AG  1368.   637.  1600.     0.     57311.9   0  32
  1
sb river Apr        AG   370.   639.   233.  1019.     260 9.5   0  32
  1
wb alameda 1a Apr   AG  1369.   662.  1782.   658.     87011.9   0  32
  1
wb alameda 1b Apr   AG  1380.   650.  1782.   646.     87011.9   0  32
  1
wb alameda 2a Apr   AG  1012.   660.  1197.   661.     65011.9   0  32
  1
wb alameda 2b Apr   AG  1020.   648.  1197.   649.     65011.9   0  32
  1
wb alameda 2c Apr   AG  1005.   672.  1338.   673.     65011.9   0  32
  1
wb alameda 3a Apr   AG   693.   660.   828.   661.     70811.9   0  32
  1
wb alameda 3b Apr   AG   708.   648.   828.   649.     70811.9   0  32
  1
wb alameda 3c Apr   AG   693.   672.   828.   673.     70811.9   0  32
  1
wb alameda 4a Apr   AG   375.   656.   534.   658.     84811.9   0  32
```

```
  1
wb alameda 4b Apr   AG   382.   644.   534.   646.     84811.9   0  32
  1
wb alameda 4c Apr   AG   369.   668.   534.   670.     84811.9   0  32
  1
eb alameda 1a Dprt  AG   529.   599.   395.   600.     86811.9   0  32
  1
eb alameda 1b Dprt  AG   529.   611.   385.   612.     86811.9   0  32
  1
eb alameda 2a Dprt  AG   873.   599.   733.   599.     57111.9   0  32
  1
eb alameda 2b Dprt  AG   873.   611.   733.   611.     57111.9   0  32
  1
eb alameda 3a Dprt  AG  1222.   604.  1036.   603.     41511.9   0  32
  1
eb alameda 3b Dprt  AG  1222.   616.  1030.   615.     34211.9   0  32
  1
eb alameda 4a Dprt  AG  1782.   621.  1395.   605.     82811.9   0  32
  1
eb alameda 4b Dprt  AG  1782.   633.  1388.   617.     82811.9   0  32
  1
kal 1a Dprt         AG  1073.   483.  1008.   637.     87011.9   0  32
  1
kal 1b Dprt         AG  1083.   494.  1022.   637.     87011.9   0  32
  1
kal 1c Dprt         AG  1091.   504.  1035.   637.     87011.9   0  32
  1
nb river Dprt       AG   249.  1022.   392.   638.     135 9.5   0  32
  1
santa 1 Dprt        AG  1206.  1127.  1390.   636.     50511.9   0  32
  1
santa 2 Dprt        AG  1194.  1127.  1378.   636.     50511.9   0  32
  1
santa 3 Dprt        AG  1181.  1127.  1368.   637.     50511.9   0  32
  1
sb river Dprt       AG   530.   230.   370.   639.     240 9.5   0  32
  1
wb alameda 1a Dprt  AG  1197.   661.  1369.   662.     65011.9   0  32
  1
wb alameda 1b Dprt  AG  1197.   649.  1380.   650.     65011.9   0  32
  1
wb alameda 2a Dprt  AG   828.   661.  1012.   660.     70811.9   0  32
  1
wb alameda 2b Dprt  AG   828.   649.  1020.   648.     70811.9   0  32
  1
wb alameda 2c Dprt  AG   828.   673.  1005.   672.     70811.9   0  32
  1
wb alameda 3a Dprt  AG   534.   658.   693.   660.     84811.9   0  32
  1
wb alameda 3b Dprt  AG   534.   646.   708.   648.     84811.9   0  32
  1
wb alameda 3c Dprt  AG   534.   670.   693.   672.     84811.9   0  32
  1
wb alameda 4a Dprt  AG     0.   647.   375.   656.     79511.9   0  32
  1
wb alameda 4b Dprt  AG     0.   635.   382.   644.     79511.9   0  32
  1
wb alameda 4c Dprt  AG     0.   659.   369.   668.     79511.9   0  32
  1
kal 2a              AG  1432.   149.  1073.   483.     87011.9   0  32
  1
kal 2b              AG  1439.   159.  1083.   494.     87011.9   0  32
  1
kal 2c              AG  1451.   172.  1091.   504.     87011.9   0  32
  1
nb i25 1a           DP   893.   642.  1179.    30.    210514.6 -25  32
  1
```

```
nb i25 1b           DP   881.   642.  1167.    30.    210514.6 -25  32
  1
nb i25 1c           DP   869.   642.  1155.    30.    210514.6 -25  32
  1
nb i25 1d           DP   856.   642.  1142.    30.    210514.6 -25  32
  1
nb i25 2a           DP   604.  1259.   893.   642.    210514.6 -25  32
  1
nb i25 2b           DP   591.  1259.   881.   642.    210514.6 -25  32
  1
nb i25 2c           DP   579.  1259.   869.   642.    210514.6 -25  32
  1
nb i25 2d           DP   566.  1259.   856.   642.    210514.6 -25  32
  1
off rt              AG   629.   682.   646.   733.     42522.4   0  32
  1
santa rt2           AG  1457.   600.  1439.   533.     37011.9   0  32
  1
sb i25 1a           DP   788.   641.   506.  1250.    179514.6 -25  32
  1
sb i25 1b           DP   802.   641.   520.  1250.    179514.6 -25  32
  1
sb i25 1c           DP   815.   641.   534.  1250.    179514.6 -25  32
  1
sb i25 1d           DP   827.   641.   545.  1250.    179514.6 -25  32
  1
sb i25 2a           DP  1082.     7.   788.   641.    179514.6 -25  32
  1
sb i25 2b           DP  1096.     7.   802.   641.    179514.6 -25  32
  1
sb i25 2c           DP  1109.     7.   815.   641.    179514.6 -25  32
  1
sb i25 2d           DP  1120.     7.   827.   641.    179514.6 -25  32
1.0   04  1000 0.0Y  5  0 71

++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

I-25 Alameda Interchange Area             60 175    0    052    0.304816091  2C1
R-1                       315.      713.       6.0
R-2                       371.      714.       6.0
R-3                       607.      718.       6.0
R-4                       687.      718.       6.0
R-5                       930.      718.       6.0
R-6                      1022.      719.       6.0
R-7                      1309.      719.       6.0
R-8                      1371.      708.       6.0
R-9                       368.      574.       6.0
R-10                      438.      573.       6.0
R-11                     1006.      577.       6.0
R-12                     1068.      577.       6.0
R-13                     1352.      578.       6.0
R-14                     1455.      581.       6.0
R-15                      304.      691.       6.0
R-16                      342.      592.       6.0
R-17                      441.      591.       6.0
R-18                      403.      693.       6.0
R-19                      673.      590.       6.0
R-20                      711.      696.       6.0
R-21                      755.      591.       6.0
R-22                      978.      580.       6.0
R-23                      923.      696.       6.0
R-24                     1054.      697.       6.0
R-25                     1080.      595.       6.0
R-26                     1333.      596.       6.0
R-27                     1309.      697.       6.0
R-28                     1421.      686.       6.0
R-29                      254.      689.       6.0
```

```
R-30                      298.      760.       6.0
R-31                      354.      761.       6.0
R-32                      453.      693.       6.0
R-33                      491.      591.       6.0
R-34                      454.      526.       6.0
R-35                      387.      528.       6.0
R-36                      292.      594.       6.0
R-37                      606.      764.       6.0
R-38                      667.      764.       6.0
R-39                      911.      765.       6.0
R-40                     1004.      765.       6.0
R-41                     1105.      697.       6.0
R-42                     1130.      595.       6.0
R-43                     1087.      531.       6.0
R-44                     1025.      531.       6.0
R-45                     1259.      697.       6.0
R-46                     1291.      766.       6.0
R-47                     1353.      755.       6.0
R-48                     1471.      685.       6.0
R-49                     1476.      601.       6.0
R-50                     1445.      533.       6.0
R-51                     1369.      531.       6.0
R-52                     1283.      596.       6.0
2025 No Action                          119  1  1
  2
eb alameda 1a Que   AG   333.   601.     0.   609.       0  12   1
       100        30       5.0  868  66.60 1700 1 3
  2
eb alameda 1b Que   AG   333.   613.     0.   621.       0  12   1
       100        30       5.0  868  66.60 1700 1 3
  2
eb alameda 2a Que   AG   689.   599.   517.   599.       0  12   1
       100        25       5.0  762  66.60 1700 1 3
  2
eb alameda 2b Que   AG   689.   611.   517.   611.       0  12   1
       100        25       5.0  762  66.60 1700 1 3
  2
eb alameda 3a Que   AG   991.   603.   861.   599.       0  12   1
       100        49       5.0  419  66.60 1700 1 3
  2
eb alameda 3b Que   AG   989.   615.   861.   611.       0  12   1
       100        49       5.0  419  66.60 1700 1 3
  2
eb alameda 4a Que   AG  1348.   604.  1210.   604.       0  12   1
       100        33       5.0  778  66.60 1700 1 3
  2
eb alameda 4b Que   AG  1343.   616.  1210.   616.       0  12   1
       100        33       5.0  778  66.60 1700 1 3
  2
eb alameda lta Que  AG   338.   635.   202.   630.       0  12   1
       100        90       5.0   10  66.60 1600 1 3
  2
eb alameda ltb Que  AG   696.   623.   479.   620.       0  12   1
       100        25       5.0  762  66.60 1600 1 3
  2
eb alameda ltc1 Que AG   986.   623.   757.   622.       0  12   1
       100        49       5.0  419  66.60 1600 1 3
  2
eb alameda ltc2 Que AG   983.   635.   757.   634.       0  12   1
       100        49       5.0  419  66.60 1600 1 3
  2
eb alameda ltd1 Que AG  1342.   625.  1065.   623.       0  12   1
       100        81       5.0  248  66.60 1600 1 3
  2
eb alameda ltd2 Que AG  1338.   634.  1065.   632.       0  12   1
       100        81       5.0  248  66.60 1600 1 3
  2
```

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eb alameda rtc Que  AG   993.   591.   913.   588.       0  12   1
       100        20       5.0 1200  66.60 1600 1 3
  2
kal 1a Que          AG   972.   693.   790.  1144.       0  12   1
       100        58       5.0  638  66.60 1700 1 3
  2
kal 1b Que          AG   987.   693.   805.  1144.       0  12   1
       100        58       5.0  638  66.60 1700 1 3
  2
kal 1c Que          AG   999.   693.   817.  1144.       0  12   1
       100        58       5.0  638  66.60 1700 1 3
  2
kal lt Que          AG  1018.   680.   899.   980.       0  12   1
       100        68       5.0  375  66.60 1600 1 3
  2
kal rt Que          AG   960.   682.   836.   991.       0  12   1
       100        50       5.0  620  66.60 1600 1 3
  2
nb river Que        AG   401.   582.   530.   235.       0  12   1
       100        70       5.0  155  16.60 1700 1 3
  2
nb river rt Que     AG   413.   592.   460.   452.       0  12   1
       100        70       5.0  330  16.60 1600 1 3
  2
off 1 Que           AG   672.   679.   467.  1150.       0  12   1
       100        75       5.0  295  22.50 1700 1 3
  2
off 2 Que           AG   684.   679.   479.  1150.       0  12   1
       100        75       5.0  295  22.50 1700 1 3
  2
off rt Que          AG   634.   733.   455.  1150.       0  12   1
       100        65       5.0  460  22.50 1600 1 3
  2
santa 1 Que         AG  1397.   584.  1612.     0.       0  12   1
       100        67       5.0  446  66.60 1700 1 3
  2
santa 2 Que         AG  1385.   584.  1600.     0.       0  12   1
       100        67       5.0  446  66.60 1700 1 3
  2
santa 3 Que         AG  1375.   585.  1588.     0.       0  12   1
       100        67       5.0  446  66.60 1700 1 3
  2
santa lt Que        AG  1364.   587.  1453.   341.       0  12   1
       100        67       5.0  443  66.60 1600 1 3
  2
santa rt1 Que       AG  1427.   533.  1492.   351.       0  12   1
       100        67       5.0  480  66.60 1600 1 3
  2
sb river Que        AG   338.   691.   221.  1019.       0  12   1
       100        70       5.0  335  16.60 1700 1 3
  2
wb alameda 1a Que   AG  1408.   662.  1770.   658.       0  12   1
       100        30       5.0 1073  66.60 1700 1 3
  2
wb alameda 1b Que   AG  1408.   650.  1770.   646.       0  12   1
       100        30       5.0 1073  66.60 1700 1 3
  2
wb alameda 2a Que   AG  1049.   661.  1185.   661.       0  12   1
       100        32       5.0  683  66.60 1700 1 3
  2
wb alameda 2b Que   AG  1049.   649.  1185.   649.       0  12   1
       100        32       5.0  683  66.60 1700 1 3
  2
wb alameda 2c Que   AG  1042.   673.  1326.   673.       0  12   1
       100        32       5.0  683  66.60 1700 1 3
  2
wb alameda 3a Que   AG   698.   660.   816.   661.       0  12   1
```

```
       100        25       5.0  890  66.60 1700 1 3
  2
wb alameda 3b Que   AG   710.   648.   816.   649.       0  12   1
       100        25       5.0  890  66.60 1700 1 3
  2
wb alameda 3c Que   AG   698.   672.   816.   673.       0  12   1
       100        25       5.0  890  66.60 1700 1 3
  2
wb alameda 4a Que   AG   402.   656.   522.   658.       0  12   1
       100        30       5.0  973  66.60 1700 1 3
  2
wb alameda 4b Que   AG   408.   645.   522.   646.       0  12   1
       100        30       5.0  973  66.60 1700 1 3
  2
wb alameda 4c Que   AG   397.   668.   522.   670.       0  12   1
       100        30       5.0  973  66.60 1700 1 3
  2
wb alameda ltb Que  AG  1042.   640.  1208.   641.       0  12   1
       100        72       5.0  385  66.60 1600 1 3
  2
wb alameda ltd Que  AG   400.   634.   593.   636.       0  12   1
       100        84       5.0  210  66.60 1600 1 3
  1
eb alameda 1a Apr   AG   383.   600.     0.   609.     8736.73   0  32
  1
eb alameda 1b Apr   AG   373.   612.     0.   621.     8736.73   0  32
  1
eb alameda 2a Apr   AG   721.   599.   517.   599.    11436.73   0  32
  1
eb alameda 2b Apr   AG   721.   611.   517.   611.    11436.73   0  32
  1
eb alameda 3a Apr   AG  1024.   603.   861.   599.     7196.73   0  32
  1
eb alameda 3b Apr   AG  1018.   615.   861.   611.     7196.73   0  32
  1
eb alameda 4a Apr   AG  1383.   605.  1210.   604.     5136.73   0  32
  1
eb alameda 4b Apr   AG  1376.   617.  1210.   616.     5136.73   0  32
  1
kal 1a Apr          AG   996.   637.   790.  1144.     9706.73   0  32
  1
kal 1b Apr          AG  1010.   637.   805.  1144.     9706.73   0  32
  1
kal 1c Apr          AG  1023.   637.   817.  1144.     9706.73   0  32
  1
nb river Apr        AG   380.   638.   530.   235.     4856.65   0  32
  1
santa 1 Apr         AG  1378.   636.  1612.     0.     7536.73   0  32
  1
santa 2 Apr         AG  1366.   636.  1600.     0.     7536.73   0  32
  1
santa 3 Apr         AG  1356.   637.  1588.     0.     7536.73   0  32
  1
sb river Apr        AG   358.   639.   221.  1019.     3356.65   0  32
  1
wb alameda 1a Apr   AG  1357.   662.  1770.   658.    10736.73   0  32
  1
wb alameda 1b Apr   AG  1368.   650.  1770.   646.    10736.73   0  32
  1
wb alameda 2a Apr   AG  1000.   660.  1185.   661.     8126.73   0  32
  1
wb alameda 2b Apr   AG  1008.   648.  1185.   649.     8126.73   0  32
  1
wb alameda 2c Apr   AG   993.   672.  1326.   673.     8126.73   0  32
  1
wb alameda 3a Apr   AG   681.   660.   816.   661.     8906.73   0  32
  1
```

```
wb alameda 3b Apr   AG   696.   648.   816.   649.     8906.73   0  32
  1
wb alameda 3c Apr   AG   681.   672.   816.   673.     8906.73   0  32
  1
wb alameda 4a Apr   AG   363.   656.   522.   658.    10436.73   0  32
  1
wb alameda 4b Apr   AG   370.   644.   522.   646.    10436.73   0  32
  1
wb alameda 4c Apr   AG   357.   668.   522.   670.    10436.73   0  32
  1
eb alameda 1a Dprt  AG   517.   599.   383.   600.    11436.73   0  32
  1
eb alameda 1b Dprt  AG   517.   611.   373.   612.    11436.73   0  32
  1
eb alameda 2a Dprt  AG   861.   599.   721.   599.     7196.73   0  32
  1
eb alameda 2b Dprt  AG   861.   611.   721.   611.     7196.73   0  32
  1
eb alameda 3a Dprt  AG  1210.   604.  1024.   603.     5136.73   0  32
  1
eb alameda 3b Dprt  AG  1210.   616.  1018.   615.     5136.73   0  32
  1
eb alameda 4a Dprt  AG  1770.   621.  1383.   605.    10186.73   0  32
  1
eb alameda 4b Dprt  AG  1770.   633.  1376.   617.    10186.73   0  32
  1
kal 1a Dprt         AG  1061.   483.   996.   637.    11676.73   0  32
  1
kal 1b Dprt         AG  1071.   494.  1010.   637.    11676.73   0  32
  1
kal 1c Dprt         AG  1079.   504.  1023.   637.    11676.73   0  32
  1
nb river Dprt       AG   237.  1022.   380.   638.     1756.65   0  32
  1
santa 1 Dprt        AG  1194.  1127.  1378.   636.     6626.73   0  32
  1
santa 2 Dprt        AG  1182.  1127.  1366.   636.     6626.73   0  32
  1
santa 3 Dprt        AG  1169.  1127.  1356.   637.     6626.73   0  32
  1
sb river Dprt       AG   518.   230.   358.   639.     3156.65   0  32
  1
wb alameda 1a Dprt  AG  1185.   661.  1357.   662.     8126.73   0  32
  1
wb alameda 1b Dprt  AG  1185.   649.  1368.   650.     8126.73   0  32
  1
wb alameda 2a Dprt  AG   816.   661.  1000.   660.     8906.73   0  32
  1
wb alameda 2b Dprt  AG   816.   649.  1008.   648.     8906.73   0  32
  1
wb alameda 2c Dprt  AG   816.   673.   993.   672.     8906.73   0  32
  1
wb alameda 3a Dprt  AG   522.   658.   681.   660.    10436.73   0  32
  1
wb alameda 3b Dprt  AG   522.   646.   696.   648.    10436.73   0  32
  1
wb alameda 3c Dprt  AG   522.   670.   681.   672.    10436.73   0  32
  1
wb alameda 4a Dprt  AG   -12.   647.   363.   656.     9736.73   0  32
  1
wb alameda 4b Dprt  AG   -12.   635.   370.   644.     9736.73   0  32
  1
wb alameda 4c Dprt  AG   -12.   659.   357.   668.     9736.73   0  32
  1
kal 2a              AG  1420.   149.  1061.   483.    11676.73   0  32
  1
kal 2b              AG  1427.   159.  1071.   494.    11676.73   0  32
```

```
  1
kal 2c              AG  1439.   172.  1079.   504.    11676.73   0  32
  1
nb i25 1a           DP   881.   642.  1167.    30.    24508.14 -25  32
  1
nb i25 1b           DP   869.   642.  1155.    30.    24508.14 -25  32
  1
nb i25 1c           DP   857.   642.  1143.    30.    24508.14 -25  32
  1
nb i25 1d           DP   844.   642.  1130.    30.    24508.14 -25  32
  1
nb i25 2a           DP   592.  1259.   881.   642.    24508.14 -25  32
  1
nb i25 2b           DP   579.  1259.   869.   642.    24508.14 -25  32
  1
nb i25 2c           DP   567.  1259.   857.   642.    24508.14 -25  32
  1
nb i25 2d           DP   554.  1259.   844.   642.    24508.14 -25  32
  1
off rt2             AG   617.   682.   634.   733.     4609.00   0  32
  1
santa rt2           AG  1445.   600.  1427.   533.     4806.73   0  32
  1
sb i25 1a           DP   776.   641.   494.  1250.    26138.14 -25  32
  1
sb i25 1b           DP   790.   641.   508.  1250.    26138.14 -25  32
  1
sb i25 1c           DP   803.   641.   522.  1250.    26138.14 -25  32
  1
sb i25 1d           DP   815.   641.   533.  1250.    26138.14 -25  32
  1
sb i25 2a           DP  1070.     7.   776.   641.    26138.14 -25  32
  1
sb i25 2b           DP  1084.     7.   790.   641.    26138.14 -25  32
  1
sb i25 2c           DP  1097.     7.   803.   641.    26138.14 -25  32
  1
sb i25 2d           DP  1108.     7.   815.   641.    26138.14 -25  32
1.0   04  1000 0.0Y  5  0 71

++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

I-25/Alameda System Alt 1                 60 175    0    051    0.304816091  2C1
R-1                      414.      816.       6.0
R-2                      476.      815.       6.0
R-3                      871.      824.       6.0
R-4                      995.      842.       6.0
R-5                     1259.      815.       6.0
R-6                     1342.      837.       6.0
R-7                     1634.      832.       6.0
R-8                     1704.      814.       6.0
R-9                      417.      671.       6.0
R-10                     490.      662.       6.0
R-11                    1340.      653.       6.0
R-12                    1402.      663.       6.0
R-13                    1680.      675.       6.0
R-14                    1809.      664.       6.0
R-15                     399.      789.       6.0
R-16                     385.      689.       6.0
R-17                     506.      688.       6.0
R-18                     521.      793.       6.0
R-19                     944.      668.       6.0
R-20                    1032.      822.       6.0
R-21                    1057.      672.       6.0
R-22                    1302.      675.       6.0
R-23                    1387.      809.       6.0
R-24                    1413.      691.       6.0
```

```
R-25                      1654.      693.       6.0
R-26                      1616.      805.       6.0
R-27                      1753.      785.       6.0
R-28                       349.      788.       6.0
R-29                       414.      864.       6.0
R-30                       475.      862.       6.0
R-31                       571.      795.       6.0
R-32                       555.      686.       6.0
R-33                       490.      631.       6.0
R-34                       417.      631.       6.0
R-35                       348.      691.       6.0
R-36                       881.      874.       6.0
R-37                       974.      902.       6.0
R-38                      1240.      861.       6.0
R-39                      1318.      877.       6.0
R-40                      1438.      809.       6.0
R-41                      1463.      691.       6.0
R-42                      1421.      617.       6.0
R-43                      1363.      598.       6.0
R-44                      1566.      806.       6.0
R-45                      1615.      879.       6.0
R-46                      1686.      861.       6.0
R-47                      1803.      784.       6.0
R-48                      1852.      700.       6.0
R-49                      1795.      617.       6.0
R-50                      1698.      628.       6.0
R-51                      1604.      692.       6.0
2025 WEST SIDE                           119  1  1
  2
eb alameda 1a Que   AG   408.   719.     0.   726.       0  12   1
       100        50       5.0  785  66.60 1700 1 3
  2
eb alameda 1b Que   AG   408.   707.     0.   714.       0  12   1
       100        50       5.0  785  66.60 1700 1 3
  2
eb alameda 2a Que   AG   955.   710.   781.   709.       0  12   1
       100        23       5.0  577  66.60 1700 1 3
  2
eb alameda 2b Que   AG   957.   698.   773.   695.       0  12   1
       100        23       5.0  577  66.60 1700 1 3
  2
eb alameda 2c Que   AG   957.   686.   773.   683.       0  12   1
       100        23       5.0  577  66.60 1700 1 3
  2
eb alameda 3a Que   AG  1298.   719.  1186.   718.       0  12   1
       100        55       5.0  590  66.60 1700 1 3
  2
eb alameda 3b Que   AG  1300.   707.  1185.   704.       0  12   1
       100        55       5.0  590  66.60 1700 1 3
  2
eb alameda 4a Que   AG  1668.   723.  1531.   720.       0  12   1
       100        31       5.0  778  66.60 1700 1 3
  2
eb alameda 4b Que   AG  1673.   711.  1530.   708.       0  12   1
       100        31       5.0  778  66.60 1700 1 3
  2
eb alameda lta Que  AG   415.   734.   125.   734.       0  12   1
       100        90       5.0   15  66.60 1600 1 3
  2
eb alameda ltb1 Que AG   934.   735.   656.   731.       0  12   1
       100        78       5.0  275  66.60 1600 1 3
  2
eb alameda ltb2 Que AG   934.   723.   656.   719.       0  12   1
       100        78       5.0  275  66.60 1600 1 3
  2
eb alameda ltc1 Que AG  1290.   742.  1065.   741.       0  12   1
       100        55       5.0  183  66.60 1600 1 3
```

```
  2
eb alameda ltc2 Que AG  1293.   730.  1065.   729.       0  12   1
       100        55       5.0  183  66.60 1600 1 3
  2
eb alameda ltd1 Que AG  1663.   741.  1390.   744.       0  12   1
       100        84       5.0  183  66.60 1600 1 3
  2
eb alameda ltd2 Que AG  1662.   732.  1383.   732.       0  12   1
       100        84       5.0  183  66.60 1600 1 3
  2
eb alameda rtc Que  AG  1305.   695.  1185.   692.       0  12   1
       100        47       5.0  780  66.60 1600 1 3
  2
kal 1a Que          AG  1297.   800.  1115.  1251.       0  12   1
       100        57       5.0  538  66.60 1700 1 3
  2
kal 1b Que          AG  1312.   800.  1130.  1251.       0  12   1
       100        57       5.0  538  66.60 1700 1 3
  2
kal 1c Que          AG  1324.   800.  1142.  1251.       0  12   1
       100        57       5.0  538  66.60 1700 1 3
  2
kal lt Que          AG  1331.   817.  1224.  1087.       0  12   1
       100        57       5.0  375  66.60 1600 1 3
  2
kal rt Que          AG  1276.   817.  1161.  1098.       0  12   1
       100        47       5.0  785  66.60 1600 1 3
  2
nb lipan Que        AG   460.   682.   469.     3.       0  12   1
       100        63       5.0  245  16.60 1700 1 3
  2
nb lipan rt Que     AG   472.   682.   474.   556.       0  12   1
       100        63       5.0  185  16.60 1600 1 3
  2
nb river rt Que     AG   742.   676.   946.    79.       0  12   1
       100        75       5.0  330  16.60 1600 1 3
  2
off 1 Que           AG   935.   815.   732.  1350.       0  12   1
       100        77       5.0  295  22.50 1700 1 3
  2
off 2 Que           AG   947.   815.   744.  1354.       0  12   1
       100        77       5.0  295  22.50 1700 1 3
  2
sb lipan lt Que     AG   444.   797.   442.  1308.       0  12   1
       100        76       5.0  295  16.60 1600 1 3
  2
sb lipan Que        AG   431.   796.   427.  1360.       0  12   1
       100        63       5.0   90  16.60 1700 1 3
  2
wb alameda 1a Que   AG  1736.   756.  2095.   753.       0  12   1
       100        30       5.0 1073  66.60 1700 1 3
  2
wb alameda 1b Que   AG  1731.   768.  2095.   765.       0  12   1
       100        30       5.0 1073  66.60 1700 1 3
  2
wb alameda 2a Que   AG  1374.   768.  1510.   768.       0  12   1
       100        43       5.0  850  66.60 1700 1 3
  2
wb alameda 2b Que   AG  1374.   780.  1510.   780.       0  12   1
       100        43       5.0  850  66.60 1700 1 3
  2
wb alameda 2c Que   AG  1367.   792.  1648.   789.       0  12   1
       100        43       5.0  850  66.60 1700 1 3
  2
wb alameda 3a Que   AG  1035.   767.  1141.   768.       0  12   1
       100        40       5.0  890  66.60 1700 1 3
  2
```

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wb alameda 3b Que   AG  1023.   779.  1141.   780.       0  12   1
       100        40       5.0  890  66.60 1700 1 3
  2
wb alameda 3c Que   AG  1023.   791.  1141.   792.       0  12   1
       100        40       5.0  890  66.60 1700 1 3
  2
wb alameda 4a Que   AG   498.   752.   847.   765.       0  12   1
       100        37       5.0  928  66.60 1700 1 3
  2
wb alameda 4b Que   AG   498.   764.   847.   777.       0  12   1
       100        37       5.0  928  66.60 1700 1 3
  2
wb alameda 4c Que   AG   498.   776.   847.   789.       0  12   1
       100        37       5.0  928  66.60 1700 1 3
  2
wb alameda ltb Que  AG  1367.   757.  1648.   752.       0  12   1
       100        80       5.0  245  66.60 1600 1 3
  2
wb alameda ltd Que  AG   494.   739.   732.   752.       0  12   1
       100        73       5.0  345  66.60 1600 1 3
  2
wb alameda rtc Que  AG  1036.   806.  1229.   808.       0  12   1
       100        40       5.0  665  66.60 1600 1 3
  1
eb alameda 1a Apr   AG   453.   719.     0.   726.     7936.73   0  32
  1
eb alameda 1b Apr   AG   453.   707.     0.   714.     7936.73   0  32
  1
eb alameda 2a Apr   AG  1047.   714.   781.   709.     7606.73   0  32
  1
eb alameda 2b Apr   AG  1023.   701.   773.   695.     7606.73   0  32
  1
eb alameda 2c Apr   AG  1023.   689.   773.   683.     7606.73   0  32
  1
eb alameda 3a Apr   AG  1345.   720.  1186.   718.     7736.73   0  32
  1
eb alameda 3b Apr   AG  1349.   708.  1185.   704.     7736.73   0  32
  1
eb alameda 4a Apr   AG  1701.   724.  1531.   720.     7786.73   0  32
  1
eb alameda 4b Apr   AG  1708.   712.  1530.   708.     7786.73   0  32
  1
kal 1a Apr          AG  1321.   744.  1115.  1251.     9256.73   0  32
  1
kal 1b Apr          AG  1335.   744.  1130.  1251.     9256.73   0  32
  1
kal 1c Apr          AG  1348.   744.  1142.  1251.     9256.73   0  32
  1
nb lipan Apr        AG   460.   736.   469.     3.     4306.65   0  32
  1
sb lipan Apr        AG   433.   735.   427.  1360.     3856.65   0  32
  1
wb alameda 2a Apr   AG  1333.   767.  1510.   768.     9326.73   0  32
  1
wb alameda 2b Apr   AG  1325.   779.  1510.   780.     9326.73   0  32
  1
wb alameda 2c Apr   AG  1318.   791.  1648.   789.     9326.73   0  32
  1
wb alameda 3a Apr   AG  1021.   767.  1141.   768.    11126.73   0  32
  1
wb alameda 3b Apr   AG  1006.   779.  1141.   780.    11126.73   0  32
  1
wb alameda 3c Apr   AG  1006.   791.  1141.   792.    11126.73   0  32
  1
wb alameda 4a Apr   AG   452.   749.   847.   765.    10436.73   0  32
  1
wb alameda 4b Apr   AG   452.   761.   847.   777.    10436.73   0  32
```

```
  1
wb alameda 4c Apr   AG   452.   773.   847.   789.    10436.73   0  32
  1
eb alameda 1a Dprt  AG   781.   709.   453.   719.     9986.73   0  32
  1
eb alameda 1b Dprt  AG   773.   695.   453.   707.     9986.73   0  32
  1
eb alameda 2a Dprt  AG  1186.   718.  1047.   714.     7736.73   0  32
  1
eb alameda 2b Dprt  AG  1185.   704.  1023.   701.     7736.73   0  32
  1
eb alameda 2c Dprt  AG  1185.   692.  1023.   689.     7736.73   0  32
  1
eb alameda 3a Dprt  AG  1531.   720.  1345.   720.     7786.73   0  32
  1
eb alameda 3b Dprt  AG  1530.   708.  1349.   708.     7786.73   0  32
  1
kal 1a Dprt         AG  1411.   530.  1321.   744.     8806.73   0  32
  1
kal 1b Dprt         AG  1423.   534.  1335.   744.     8806.73   0  32
  1
kal 1c Dprt         AG  1433.   542.  1348.   744.     8806.73   0  32
  1
nb lipan Dprt       AG   456.  1358.   460.   736.     1956.65   0  32
  1
sb lipan Dprt       AG   448.     0.   433.   735.     4706.65   0  32
  1
wb alameda 1a Dprt  AG  1510.   768.  1689.   760.     9326.73   0  32
  1
wb alameda 1b Dprt  AG  1510.   780.  1683.   772.     9326.73   0  32
  1
wb alameda 2a Dprt  AG  1141.   768.  1333.   767.    11126.73   0  32
  1
wb alameda 2b Dprt  AG  1141.   780.  1325.   779.    11126.73   0  32
  1
wb alameda 2c Dprt  AG  1141.   792.  1318.   791.    11126.73   0  32
  1
wb alameda 3a Dprt  AG   847.   765.  1021.   767.    10436.73   0  32
  1
wb alameda 3b Dprt  AG   847.   777.  1006.   779.    10436.73   0  32
  1
wb alameda 3c Dprt  AG   847.   789.  1006.   791.    10436.73   0  32
  1
wb alameda 4a Dprt  AG     0.   742.   452.   749.     9576.73   0  32
  1
wb alameda 4b Dprt  AG     0.   754.   452.   761.     9576.73   0  32
  1
wb alameda 4c Dprt  AG     0.   766.   452.   773.     9576.73   0  32
  1
kal 2a              AG  1715.   143.  1411.   530.     8806.73   0  32
  1
kal 2b              AG  1727.   151.  1423.   534.     8806.73   0  32
  1
kal 2c              AG  1736.   160.  1433.   542.     8806.73   0  32
  1
nb i25 1a           DP  1227.   751.  1492.   137.    16008.14 -25  32
  1
nb i25 1b           DP  1217.   748.  1478.   137.    16008.14 -25  32
  1
nb i25 1c           DP  1205.   745.  1465.   137.    16008.14 -25  32
  1
nb i25 1d           DP  1193.   746.  1452.   136.    16008.14 -25  32
  1
nb i25 2a           DP   943.  1370.  1227.   751.    16008.14 -25  32
  1
nb i25 2b           DP   935.  1359.  1217.   748.    16008.14 -25  32
  1
```

```
nb i25 2c           DP   926.  1355.  1205.   745.    16008.14 -25  32
  1
nb i25 2d           DP   910.  1356.  1193.   746.    16008.14 -25  32
  1
nb on 1a            AG   865.  1127.   971.   819.     6089.00   0  32
  1
nb on 1b            AG   879.  1118.   985.   821.     6089.00   0  32
  1
nb on 2a            AG   918.  1380.   865.  1127.     6089.00   0  32
  1
nb on 2b            AG   930.  1376.   879.  1118.     6089.00   0  32
  1
nb santa on         AG  1010.  1245.  1541.   126.    26059.00   0  32
  1
off rt1             AG   904.   859.   721.  1346.     4609.00   0  32
  1
off rt2             AG   881.   805.   904.   859.     4609.00   0  32
  1
santa rt2           AG  1810.   706.  1771.   632.     4806.73   0  32
  1
sb i25 1a           DP  1096.   749.   818.  1350.    20008.14 -25  32
  1
sb i25 1b           DP  1107.   749.   828.  1355.    21128.14 -25  32
  1
sb i25 1c           DP  1122.   748.   842.  1356.    21128.14 -25  32
  1
sb i25 1d           DP  1136.   748.   856.  1357.    21128.14 -25  32
  1
sb i25 1e           DP  1148.   748.   868.  1357.    21128.14 -25  32
  1
sb i25 2a           DP  1377.   100.  1096.   749.    20008.14 -25  32
  1
sb i25 2b           DP  1387.   106.  1107.   749.    21128.14 -25  32
  1
sb i25 2c           DP  1400.   103.  1122.   748.    21128.14 -25  32
  1
sb i25 2d           DP  1409.   112.  1136.   748.    21128.14 -25  32
  1
sb i25 2e           DP  1421.   112.  1148.   748.    21128.14 -25  32
  1
sb river            AG   938.    71.   718.   679.      456.65   0  32
1.0   04  1000 0.0Y  5  0 71

++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

I-25/Alameda System Alt 1                 60 175    0    051    0.304816091  2C1
R-1                       414.      816.       6.0
R-2                       476.      815.       6.0
R-3                       871.      824.       6.0
R-4                       995.      842.       6.0
R-5                      1259.      815.       6.0
R-6                      1342.      837.       6.0
R-7                      1634.      832.       6.0
R-8                      1704.      814.       6.0
R-9                       417.      671.       6.0
R-10                      490.      662.       6.0
R-11                     1340.      653.       6.0
R-12                     1402.      663.       6.0
R-13                     1680.      675.       6.0
R-14                     1809.      664.       6.0
R-15                      399.      789.       6.0
R-16                      385.      689.       6.0
R-17                      506.      688.       6.0
R-18                      521.      793.       6.0
R-19                      944.      668.       6.0
R-20                     1032.      822.       6.0
R-21                     1057.      672.       6.0
```

```
R-22                      1302.      675.       6.0
R-23                      1387.      809.       6.0
R-24                      1413.      691.       6.0
R-25                      1654.      693.       6.0
R-26                      1616.      805.       6.0
R-27                      1753.      785.       6.0
R-28                       349.      788.       6.0
R-29                       414.      864.       6.0
R-30                       475.      862.       6.0
R-31                       571.      795.       6.0
R-32                       555.      686.       6.0
R-33                       490.      631.       6.0
R-34                       417.      631.       6.0
R-35                       348.      691.       6.0
R-36                       881.      874.       6.0
R-37                       974.      902.       6.0
R-38                      1240.      861.       6.0
R-39                      1318.      877.       6.0
R-40                      1438.      809.       6.0
R-41                      1463.      691.       6.0
R-42                      1421.      617.       6.0
R-43                      1363.      598.       6.0
R-44                      1566.      806.       6.0
R-45                      1615.      879.       6.0
R-46                      1686.      861.       6.0
R-47                      1803.      784.       6.0
R-48                      1852.      700.       6.0
R-49                      1795.      617.       6.0
R-50                      1698.      628.       6.0
R-51                      1604.      692.       6.0
2025 EAST SIDE                           120  1  1
  2
eb alameda 1a Que   AG   408.   719.     0.   726.       0  12   1
       100        50       5.0  785  66.60 1700 1 3
  2
eb alameda 1b Que   AG   408.   707.     0.   714.       0  12   1
       100        50       5.0  785  66.60 1700 1 3
  2
eb alameda 2a Que   AG   955.   710.   781.   709.       0  12   1
       100        23       5.0  577  66.60 1700 1 3
  2
eb alameda 2b Que   AG   957.   698.   773.   695.       0  12   1
       100        23       5.0  577  66.60 1700 1 3
  2
eb alameda 2c Que   AG   957.   686.   773.   683.       0  12   1
       100        23       5.0  577  66.60 1700 1 3
  2
eb alameda 3a Que   AG  1298.   719.  1186.   718.       0  12   1
       100        55       5.0  590  66.60 1700 1 3
  2
eb alameda 3b Que   AG  1300.   707.  1185.   704.       0  12   1
       100        55       5.0  590  66.60 1700 1 3
  2
eb alameda 4a Que   AG  1668.   723.  1531.   720.       0  12   1
       100        31       5.0  778  66.60 1700 1 3
  2
eb alameda 4b Que   AG  1673.   711.  1530.   708.       0  12   1
       100        31       5.0  778  66.60 1700 1 3
  2
eb alameda ltb1 Que AG   934.   735.   656.   731.       0  12   1
       100        78       5.0  275  66.60 1600 1 3
  2
eb alameda ltb2 Que AG   934.   723.   656.   719.       0  12   1
       100        78       5.0  275  66.60 1600 1 3
  2
eb alameda ltc1 Que AG  1290.   742.  1065.   741.       0  12   1
       100        55       5.0  183  66.60 1600 1 3
```

```
  2
eb alameda ltc2 Que AG  1293.   730.  1065.   729.       0  12   1
       100        55       5.0  183  66.60 1600 1 3
  2
eb alameda ltd1 Que AG  1663.   741.  1390.   744.       0  12   1
       100        84       5.0  183  66.60 1600 1 3
  2
eb alameda ltd2 Que AG  1662.   732.  1383.   732.       0  12   1
       100        84       5.0  183  66.60 1600 1 3
  2
eb alameda rtc Que  AG  1305.   695.  1185.   692.       0  12   1
       100        47       5.0  780  66.60 1600 1 3
  2
kal 1a Que          AG  1297.   800.  1115.  1251.       0  12   1
       100        57       5.0  538  66.60 1700 1 3
  2
kal 1b Que          AG  1312.   800.  1130.  1251.       0  12   1
       100        57       5.0  538  66.60 1700 1 3
  2
kal 1c Que          AG  1324.   800.  1142.  1251.       0  12   1
       100        57       5.0  538  66.60 1700 1 3
  2
kal lt Que          AG  1331.   817.  1224.  1087.       0  12   1
       100        57       5.0  375  66.60 1600 1 3
  2
kal rt Que          AG  1276.   817.  1161.  1098.       0  12   1
       100        47       5.0  785  66.60 1600 1 3
  2
nb river rt Que     AG   742.   676.   946.    79.       0  12   1
       100        75       5.0  330  16.60 1600 1 3
  2
off 1 Que           AG   935.   815.   732.  1350.       0  12   1
       100        77       5.0  295  22.50 1700 1 3
  2
off 2 Que           AG   947.   815.   744.  1354.       0  12   1
       100        77       5.0  295  22.50 1700 1 3
  2
santa 1 Que         AG  1732.   691.  1953.   109.       0  12   1
       100        69       5.0  438  66.60 1700 1 3
  2
santa 2 Que         AG  1720.   691.  1940.   109.       0  12   1
       100        69       5.0  438  66.60 1700 1 3
  2
santa 3 Que         AG  1706.   692.  1925.   113.       0  12   1
       100        69       5.0  438  66.60 1700 1 3
  2
santa lt Que        AG  1691.   695.  1860.   251.       0  12   1
       100        65       5.0  500  66.60 1600 1 3
  2
santa rt1 Que       AG  1771.   632.  1897.   287.       0  12   1
       100        64       5.0  480  66.60 1600 1 3
  2
wb alameda 1a Que   AG  1736.   756.  2095.   753.       0  12   1
       100        30       5.0 1073  66.60 1700 1 3
  2
wb alameda 1b Que   AG  1731.   768.  2095.   765.       0  12   1
       100        30       5.0 1073  66.60 1700 1 3
  2
wb alameda 2a Que   AG  1374.   768.  1510.   768.       0  12   1
       100        43       5.0  850  66.60 1700 1 3
  2
wb alameda 2b Que   AG  1374.   780.  1510.   780.       0  12   1
       100        43       5.0  850  66.60 1700 1 3
  2
wb alameda 2c Que   AG  1367.   792.  1648.   789.       0  12   1
       100        43       5.0  850  66.60 1700 1 3
  2
```

```
wb alameda 3a Que   AG  1035.   767.  1141.   768.       0  12   1
       100        40       5.0  890  66.60 1700 1 3
  2
wb alameda 3b Que   AG  1023.   779.  1141.   780.       0  12   1
       100        40       5.0  890  66.60 1700 1 3
  2
wb alameda 3c Que   AG  1023.   791.  1141.   792.       0  12   1
       100        40       5.0  890  66.60 1700 1 3
  2
wb alameda 4a Que   AG   498.   752.   847.   765.       0  12   1
       100        37       5.0  928  66.60 1700 1 3
  2
wb alameda 4b Que   AG   498.   764.   847.   777.       0  12   1
       100        37       5.0  928  66.60 1700 1 3
  2
wb alameda 4c Que   AG   498.   776.   847.   789.       0  12   1
       100        37       5.0  928  66.60 1700 1 3
  2
wb alameda ltb Que  AG  1367.   757.  1648.   752.       0  12   1
       100        80       5.0  245  66.60 1600 1 3
  2
wb alameda ltd Que  AG   494.   739.   732.   752.       0  12   1
       100        73       5.0  345  66.60 1600 1 3
  2
wb alameda rtc Que  AG  1036.   806.  1229.   808.       0  12   1
       100        40       5.0  665  66.60 1600 1 3
  1
eb alameda 2a Apr   AG  1047.   714.   781.   709.     7606.73   0  32
  1
eb alameda 2b Apr   AG  1023.   701.   773.   695.     7606.73   0  32
  1
eb alameda 2c Apr   AG  1023.   689.   773.   683.     7606.73   0  32
  1
eb alameda 3a Apr   AG  1345.   720.  1186.   718.     7736.73   0  32
  1
eb alameda 3b Apr   AG  1349.   708.  1185.   704.     7736.73   0  32
  1
eb alameda 4a Apr   AG  1701.   724.  1531.   720.     7786.73   0  32
  1
eb alameda 4b Apr   AG  1708.   712.  1530.   708.     7786.73   0  32
  1
kal 1a Apr          AG  1321.   744.  1115.  1251.     9256.73   0  32
  1
kal 1b Apr          AG  1335.   744.  1130.  1251.     9256.73   0  32
  1
kal 1c Apr          AG  1348.   744.  1142.  1251.     9256.73   0  32
  1
santa 1 Apr         AG  1713.   743.  1953.   109.     7656.73   0  32
  1
santa 2 Apr         AG  1701.   743.  1940.   109.     7656.73   0  32
  1
santa 3 Apr         AG  1687.   744.  1925.   113.     7656.73   0  32
  1
wb alameda 1a Apr   AG  1689.   760.  2095.   753.    10736.73   0  32
  1
wb alameda 1b Apr   AG  1683.   772.  2095.   765.    10736.73   0  32
  1
wb alameda 2a Apr   AG  1333.   767.  1510.   768.     9326.73   0  32
  1
wb alameda 2b Apr   AG  1325.   779.  1510.   780.     9326.73   0  32
  1
wb alameda 2c Apr   AG  1318.   791.  1648.   789.     9326.73   0  32
  1
wb alameda 3a Apr   AG  1021.   767.  1141.   768.    11126.73   0  32
  1
wb alameda 3b Apr   AG  1006.   779.  1141.   780.    11126.73   0  32
  1
```

```
wb alameda 3c Apr   AG  1006.   791.  1141.   792.    11126.73   0  32
  1
wb alameda 4a Apr   AG   452.   749.   847.   765.    10436.73   0  32
  1
wb alameda 4b Apr   AG   452.   761.   847.   777.    10436.73   0  32
  1
wb alameda 4c Apr   AG   452.   773.   847.   789.    10436.73   0  32
  1
eb alameda 1a Dprt  AG   781.   709.   453.   719.     9986.73   0  32
  1
eb alameda 1b Dprt  AG   773.   695.   453.   707.     9986.73   0  32
  1
eb alameda 2a Dprt  AG  1186.   718.  1047.   714.     7736.73   0  32
  1
eb alameda 2b Dprt  AG  1185.   704.  1023.   701.     7736.73   0  32
  1
eb alameda 2c Dprt  AG  1185.   692.  1023.   689.     7736.73   0  32
  1
eb alameda 3a Dprt  AG  1531.   720.  1345.   720.     7786.73   0  32
  1
eb alameda 3b Dprt  AG  1530.   708.  1349.   708.     7786.73   0  32
  1
eb alameda 4a Dprt  AG  2095.   740.  1701.   724.    10186.73   0  32
  1
eb alameda 4b Dprt  AG  2095.   728.  1708.   712.    10186.73   0  32
  1
kal 1a Dprt         AG  1411.   530.  1321.   744.     8806.73   0  32
  1
kal 1b Dprt         AG  1423.   534.  1335.   744.     8806.73   0  32
  1
kal 1c Dprt         AG  1433.   542.  1348.   744.     8806.73   0  32
  1
santa 1 Dprt        AG  1520.  1230.  1713.   743.     5106.73   0  32
  1
santa 2 Dprt        AG  1506.  1232.  1701.   743.     5106.73   0  32
  1
santa 3 Dprt        AG  1494.  1231.  1687.   744.     5106.73   0  32
  1
wb alameda 1a Dprt  AG  1510.   768.  1689.   760.     9326.73   0  32
  1
wb alameda 1b Dprt  AG  1510.   780.  1683.   772.     9326.73   0  32
  1
wb alameda 2a Dprt  AG  1141.   768.  1333.   767.    11126.73   0  32
  1
wb alameda 2b Dprt  AG  1141.   780.  1325.   779.    11126.73   0  32
  1
wb alameda 2c Dprt  AG  1141.   792.  1318.   791.    11126.73   0  32
  1
wb alameda 3a Dprt  AG   847.   765.  1021.   767.    10436.73   0  32
  1
wb alameda 3b Dprt  AG   847.   777.  1006.   779.    10436.73   0  32
  1
wb alameda 3c Dprt  AG   847.   789.  1006.   791.    10436.73   0  32
  1
kal 2a              AG  1715.   143.  1411.   530.     8806.73   0  32
  1
kal 2b              AG  1727.   151.  1423.   534.     8806.73   0  32
  1
kal 2c              AG  1736.   160.  1433.   542.     8806.73   0  32
  1
nb i25 1a           DP  1227.   751.  1492.   137.    16008.14 -25  32
  1
nb i25 1b           DP  1217.   748.  1478.   137.    16008.14 -25  32
  1
nb i25 1c           DP  1205.   745.  1465.   137.    16008.14 -25  32
  1
nb i25 1d           DP  1193.   746.  1452.   136.    16008.14 -25  32
```

```
  1
nb i25 2a           DP   943.  1370.  1227.   751.    16008.14 -25  32
  1
nb i25 2b           DP   935.  1359.  1217.   748.    16008.14 -25  32
  1
nb i25 2c           DP   926.  1355.  1205.   745.    16008.14 -25  32
  1
nb i25 2d           DP   910.  1356.  1193.   746.    16008.14 -25  32
  1
nb on 1a            AG   865.  1127.   971.   819.     6089.00   0  32
  1
nb on 1b            AG   879.  1118.   985.   821.     6089.00   0  32
  1
nb on 2a            AG   918.  1380.   865.  1127.     6089.00   0  32
  1
nb on 2b            AG   930.  1376.   879.  1118.     6089.00   0  32
  1
nb santa on         AG  1010.  1245.  1541.   126.    26059.00   0  32
  1
off rt1             AG   904.   859.   721.  1346.     4609.00   0  32
  1
off rt2             AG   881.   805.   904.   859.     4609.00   0  32
  1
santa rt2           AG  1810.   706.  1771.   632.     4806.73   0  32
  1
sb i25 1a           DP  1096.   749.   818.  1350.    20008.14 -25  32
  1
sb i25 1b           DP  1107.   749.   828.  1355.    21128.14 -25  32
  1
sb i25 1c           DP  1122.   748.   842.  1356.    21128.14 -25  32
  1
sb i25 1d           DP  1136.   748.   856.  1357.    21128.14 -25  32
  1
sb i25 1e           DP  1148.   748.   868.  1357.    21128.14 -25  32
  1
sb i25 2a           DP  1377.   100.  1096.   749.    20008.14 -25  32
  1
sb i25 2b           DP  1387.   106.  1107.   749.    21128.14 -25  32
  1
sb i25 2c           DP  1400.   103.  1122.   748.    21128.14 -25  32
  1
sb i25 2d           DP  1409.   112.  1136.   748.    21128.14 -25  32
  1
sb i25 2e           DP  1421.   112.  1148.   748.    21128.14 -25  32
  1
sb river            AG   938.    71.   718.   679.      456.65   0  32
1.0   04  1000 0.0Y  5  0 71
```

APPENDIX D MODEL OUTPUT FILES

1 CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992 PAGE 1
(Modified by Balloffet & Associates, April, 1994)
POLLUTANT MODELLED: CARBON MONOXIDE

JOB: Broadway/Alameda Intersection RUN: Existing Conditions-2003
DATE: 02/02/2005 TIME: 21:43

SITE & METEOROLOGICAL VARIABLES

VS = .0 cm/s VD = .0 cm/s Z0 = 175. cm TMPC = 2.0Deg C ALT =1609.0 m
U = 1.0 m/s CLAS = 4 (D) ATIM = 60. Minutes MIXH = 1000. m AMB = .0 ppm

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. bway 1 Que	500.0	30.0	500.0	495.6	466.	360.	AG	135.	100.0	.0	12.0	1.02	23.7
2. bway 2 Que	512.0	30.0	512.0	495.6	466.	360.	AG	135.	100.0	.0	12.0	1.02	23.7
3. bway 3 Que	524.0	30.0	524.0	495.6	466.	360.	AG	135.	100.0	.0	12.0	1.02	23.7
4. bway 4 Que	536.0	30.0	536.0	495.6	466.	360.	AG	135.	100.0	.0	12.0	1.02	23.7
5. bway rt Que	488.0	30.0	488.0	103.7	74.	360.	AG	147.	100.0	.0	12.0	.55	3.7
6. eb alameda 1 Que	482.0	-18.0	-128.4	-18.0	610.	270.	AG	168.	100.0	.0	12.0	1.05	31.0
7. eb alameda 2 Que	482.0	-30.0	-128.4	-30.0	610.	270.	AG	168.	100.0	.0	12.0	1.05	31.0
8. eb alameda rt Que	482.0	-42.0	434.9	-42.0	47.	270.	AG	177.	100.0	.0	12.0	.37	2.4
9. wb alameda 1 Que	548.0	6.0	751.0	6.0	203.	90.	AG	189.	100.0	.0	12.0	.97	10.3
10. wb alameda 2 Que	548.0	18.0	751.0	18.0	203.	90.	AG	189.	100.0	.0	12.0	.97	10.3
11. wb alameda lt Que	548.0	-6.0	1142.1	-6.0	594.	90.	AG	253.	100.0	.0	12.0	1.26	30.2
12. bway 1 Apr	500.0	.0	500.0	1000.0	1000.	360.	AG	929.	11.9	.0	32.0		
13. bway 2 Apr	512.0	.0	512.0	1000.0	1000.	360.	AG	929.	11.9	.0	32.0		
14. bway 3 Apr	524.0	.0	524.0	1000.0	1000.	360.	AG	929.	11.9	.0	32.0		
15. bway 4 Apr	536.0	.0	536.0	1000.0	1000.	360.	AG	929.	11.9	.0	32.0		
16. eb alameda 1 Apr	518.0	-18.0	-250.0	-18.0	768.	270.	AG	770.	11.9	.0	32.0		
17. eb alameda 2 Apr	518.0	-30.0	-250.0	-30.0	768.	270.	AG	770.	11.9	.0	32.0		
18. wb alameda 1 Apr	518.0	6.0	1250.0	6.0	732.	90.	AG	610.	11.9	.0	32.0		
19. wb alameda 2 Apr	518.0	18.0	1250.0	18.0	732.	90.	AG	610.	11.9	.0	32.0		
20. bway 1 Dprt	500.0	-1000.0	500.0	.0	1000.	360.	AG	870.	11.9	.0	32.0		
21. bway 2 Dprt	512.0	-1000.0	512.0	.0	1000.	360.	AG	870.	11.9	.0	32.0		
22. bway 3 Dprt	524.0	-1000.0	524.0	.0	1000.	360.	AG	870.	11.9	.0	32.0		
23. bway 4 Dprt	536.0	-1000.0	536.0	.0	1000.	360.	AG	870.	11.9	.0	32.0		
24. eb alameda 1 Dprt	1250.0	-18.0	518.0	-18.0	732.	270.	AG	803.	11.9	.0	32.0		
25. eb alameda 2 Dprt	1250.0	-30.0	518.0	-30.0	732.	270.	AG	803.	11.9	.0	32.0		
26. wb alameda 1 Dprt	-250.0	6.0	518.0	6.0	768.	90.	AG	695.	11.9	.0	32.0		
27. wb alameda 2 Dprt	-250.0	18.0	518.0	18.0	768.	90.	AG	695.	11.9	.0	32.0		

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JOB: Broadway/Alameda Intersection RUN: Existing Conditions-2003
DATE: 02/02/2005 TIME: 21:43

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE	RED	CLEARANCE	APPROACH	SATURATION	IDLE	SIGNAL	ARRIVAL

	LENGTH (SEC)	TIME (SEC)	LOST TIME (SEC)	VOL (VPH)	FLOW RATE (VPH)	EM FAC (gm/hr)	TYPE	RATE
1. bway 1 Que	75	32	5.0	833	1700	117.70	1	3
2. bway 2 Que	75	32	5.0	833	1700	117.70	1	3
3. bway 3 Que	75	32	5.0	833	1700	117.70	1	3
4. bway 4 Que	75	32	5.0	833	1700	117.70	1	3
5. bway rt Que	75	35	5.0	385	1600	117.70	1	3
6. eb alameda 1 Que	75	40	5.0	668	1700	117.70	1	3
7. eb alameda 2 Que	75	40	5.0	668	1700	117.70	1	3
8. eb alameda rt Que	75	42	5.0	205	1600	117.70	1	3
9. wb alameda 1 Que	75	45	5.0	503	1700	117.70	1	3
10. wb alameda 2 Que	75	45	5.0	503	1700	117.70	1	3
11. wb alameda lt Que	75	60	5.0	215	1600	117.70	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R-1	478.0	95.0	6.0
2. R-2	428.0	28.0	6.0
3. R-3	478.0	45.0	6.0
4. R-4	467.0	-52.0	6.0
5. R-5	417.0	-52.0	6.0
6. R-6	489.0	-102.0	6.0
7. R-7	546.0	-45.0	6.0
8. R-8	546.0	-95.0	6.0
9. R-9	596.0	-40.0	6.0
10. R-10	563.0	28.0	6.0
11. R-11	613.0	28.0	6.0
12. R-12	546.0	78.0	6.0

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JOB: Broadway/Alameda Intersection RUN: Existing Conditions-2003

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12
0.	1.9	.6	2.2	3.8	2.2	3.4	4.3	3.5	2.9	1.8	.5	3.1
5.	2.5	1.0	2.9	4.1	2.5	3.7	3.8	3.1	2.5	1.2	.3	2.5
10.	2.7	1.3	3.3	4.4	2.7	3.6	3.2	2.5	2.1	.7	.0	1.8

15.	*	3.2	1.5	3.7	4.4	3.0	3.4	2.6	2.2	2.0	.3	.0	1.1
20.	*	3.1	1.6	3.8	4.2	3.1	3.2	2.3	1.8	2.0	.1	.0	.6
25.	*	3.0	1.6	3.6	4.2	3.2	3.2	2.2	1.5	2.1	.0	.0	.4
30.	*	2.9	1.7	3.4	3.6	3.2	2.8	2.1	1.5	2.1	.0	.0	.2
35.	*	2.9	1.8	3.4	3.5	3.0	2.5	2.2	1.4	2.3	.1	.1	.1
40.	*	2.9	1.8	3.4	3.6	3.1	2.4	2.2	1.4	2.3	.1	.1	.1
45.	*	2.9	1.8	3.2	3.3	3.1	2.5	2.4	1.4	2.4	.1	.1	.1
50.	*	2.6	1.8	2.9	3.0	3.0	2.6	2.5	1.4	2.5	.1	.1	.1
55.	*	2.7	1.7	2.9	3.3	3.3	2.6	2.6	1.3	2.5	.1	.1	.1
60.	*	2.6	1.7	2.8	3.3	3.3	2.5	2.6	1.2	2.7	.1	.1	.1
65.	*	2.6	1.7	2.7	3.2	3.4	2.4	2.6	1.2	2.7	.3	.3	.1
70.	*	2.7	1.8	2.7	3.4	3.4	2.3	2.5	1.1	2.8	.5	.4	.0
75.	*	2.7	2.1	2.9	3.3	3.2	2.3	2.6	1.0	2.7	.9	.7	.0
80.	*	2.7	2.4	3.2	3.1	3.0	2.0	2.4	.9	2.6	1.4	1.4	.0
85.	*	2.8	2.9	3.7	2.6	2.5	1.9	2.1	.7	2.3	2.0	1.9	.2
90.	*	3.1	3.1	3.9	2.3	2.3	1.6	1.6	.3	1.9	2.6	2.5	.5
95.	*	3.4	3.1	4.2	1.8	1.9	1.5	1.2	.3	1.5	3.3	3.0	.8
100.	*	3.5	3.0	4.5	1.3	1.2	1.2	.7	.0	1.0	3.6	3.4	1.0
105.	*	3.7	3.1	4.5	1.2	.9	1.2	.5	.0	.6	3.9	3.7	1.3
110.	*	3.9	2.9	4.3	1.0	.6	1.2	.2	.0	.4	3.9	3.6	1.6
115.	*	4.1	2.7	3.7	1.0	.6	1.3	.2	.1	.2	3.7	3.7	1.8
120.	*	4.0	2.2	4.0	1.0	.6	1.3	.2	.1	.2	3.5	3.5	1.8
125.	*	3.9	2.0	3.6	1.0	.6	1.3	.2	.1	.1	3.3	3.3	1.8
130.	*	3.9	2.3	3.2	1.0	.7	1.4	.2	.1	.1	3.3	3.3	1.6
135.	*	3.7	2.3	3.2	1.0	.7	1.5	.1	.1	.1	3.0	3.0	1.6
140.	*	3.8	2.2	2.8	1.1	.8	1.5	.1	.1	.1	2.8	2.8	1.5
145.	*	3.6	2.3	3.0	1.2	.8	1.8	.1	.1	.1	2.8	2.8	1.3
150.	*	3.7	2.4	2.7	1.2	.8	1.8	.2	.2	.1	2.7	2.7	1.4
155.	*	3.6	2.5	2.8	1.2	.8	1.9	.3	.3	.0	2.6	2.6	1.4
160.	*	3.2	2.5	2.5	1.2	.8	2.0	.5	.5	.0	2.6	2.6	1.6
165.	*	2.9	2.4	2.8	1.2	.8	2.1	.7	.7	.0	2.8	2.6	1.9
170.	*	2.9	2.3	2.8	1.2	.6	2.2	1.0	1.0	.1	3.1	2.6	2.2
175.	*	2.7	2.2	2.5	1.1	.5	2.0	1.5	1.4	.4	3.4	2.9	2.4
180.	*	2.4	2.0	2.5	.8	.4	1.7	1.9	1.9	.5	3.7	3.1	2.9
185.	*	1.7	1.9	2.2	.5	.2	1.3	2.2	2.2	.6	3.7	3.2	3.3
190.	*	1.5	1.5	1.9	.3	.0	1.0	2.2	2.2	.9	3.8	3.3	3.4
195.	*	1.1	1.5	1.6	.1	.0	.6	2.1	2.1	.9	3.9	3.4	3.5
200.	*	.8	1.5	1.5	.0	.0	.4	2.0	2.0	.9	3.8	3.4	3.7
205.	*	.7	1.5	1.4	.0	.0	.2	1.9	1.9	.9	3.5	3.4	3.7

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JOB: Broadway/Alameda Intersection RUN: Existing Conditions-2003

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12
210.	*	.8	1.5	1.4	.0	.0	.2	1.8	1.8	1.0	3.4	3.5	3.9
215.	*	.8	1.6	1.4	.0	.0	.1	1.8	1.8	.9	3.4	3.5	3.7

220.	*	.8	1.6	1.3	.0	.0	.1	1.5	1.5	.9	3.2	3.6	3.6
225.	*	.9	1.7	1.4	.0	.0	.1	1.4	1.4	.9	3.5	3.5	3.9
230.	*	.9	1.8	1.5	.0	.0	.1	1.4	1.4	.9	3.5	3.5	3.9
235.	*	1.0	2.0	1.5	.0	.0	.1	1.4	1.4	.9	3.3	3.7	3.8
240.	*	1.0	2.1	1.7	.0	.0	.1	1.3	1.3	1.0	3.5	3.8	4.1
245.	*	1.0	2.1	1.7	.0	.0	.0	1.5	1.3	1.0	3.2	4.0	4.1
250.	*	1.0	2.3	1.7	.2	.2	.0	1.7	1.3	1.1	3.6	4.2	4.0
255.	*	.8	2.3	1.6	.5	.4	.0	2.0	1.2	1.5	3.6	4.0	4.0
260.	*	.6	2.3	1.6	.7	.6	.0	2.4	1.3	2.1	3.5	3.5	3.8
265.	*	.6	2.0	1.2	1.4	1.2	.3	3.0	1.7	2.5	3.6	3.3	3.6
270.	*	.3	1.8	.9	1.7	1.5	.4	3.3	1.8	3.0	3.4	3.2	3.5
275.	*	.0	1.3	.7	2.3	2.0	.7	3.8	2.2	3.1	2.8	2.8	3.1
280.	*	.0	.9	.2	2.6	2.2	.9	3.6	2.4	3.1	2.6	2.4	2.9
285.	*	.0	.5	.1	2.9	2.4	1.1	3.7	2.4	2.7	2.3	1.8	2.8
290.	*	.0	.4	.0	3.0	2.4	1.1	3.5	2.5	2.8	2.4	1.5	2.8
295.	*	.0	.2	.0	2.9	2.2	1.1	3.1	2.6	2.9	2.4	1.5	2.8
300.	*	.0	.1	.0	2.8	2.0	1.2	3.0	2.4	2.8	2.3	1.6	2.8
305.	*	.0	.1	.0	2.7	2.0	1.3	2.9	2.4	2.8	2.4	1.6	2.9
310.	*	.0	.1	.0	2.7	2.0	1.2	2.8	2.4	3.0	2.4	1.5	3.0
315.	*	.0	.1	.0	2.7	2.0	1.2	2.8	2.2	3.3	2.4	1.6	3.2
320.	*	.0	.1	.0	2.7	2.0	1.2	3.1	2.3	3.1	2.5	1.6	3.3
325.	*	.0	.1	.0	2.4	1.7	1.3	3.2	2.2	3.7	2.6	1.5	3.5
330.	*	.0	.0	.0	2.4	1.7	1.3	3.7	2.7	3.7	2.7	1.5	3.6
335.	*	.0	.0	.0	2.3	1.6	1.3	3.8	3.1	3.7	2.7	1.5	3.8
340.	*	.1	.0	.2	2.2	1.6	1.5	4.1	3.1	3.7	2.7	1.4	4.1
345.	*	.4	.0	.5	2.3	1.6	1.8	4.4	3.8	3.6	2.7	1.3	4.3
350.	*	.8	.0	1.2	2.9	1.6	2.4	4.8	3.7	3.5	2.6	1.1	3.9
355.	*	1.4	.3	1.7	3.3	1.8	2.9	4.4	3.8	3.2	2.1	.9	3.9
MAX	*	4.1	3.1	4.5	4.4	3.4	3.7	4.8	3.8	3.7	3.9	4.2	4.3
DEGR.	*	115	95	100	10	70	5	350	345	325	195	250	345

THE HIGHEST CONCENTRATION IS 4.80 AT 350 DEGREES FROM REC7 .

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JOB: Broadway/Alameda Intersection RUN: Existing Conditions-2003

DATE: 02/02/2005 TIME: 21:43

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

CO/LINK (PPM)

ANGLE (DEGREES)

LINK #	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12
	115	95	100	10	70	5	350	345	325	195	250	345
1	.3	.1	.3	.3	.0	.2	.2	.2	.2	.0	.0	.3
2	.3	.1	.2	.2	.0	.2	.3	.2	.2	.0	.0	.3
3	.2	.0	.1	.2	.0	.2	.3	.2	.2	.0	.0	.5
4	.2	.0	.1	.2	.0	.2	.3	.1	.1	.0	.0	.8
5	.6	.1	.5	.1	.0	.1	.1	.1	.1	.0	.0	.0

```
  6  *    .0    .0    .0    .3    .1    .0    .0    .0    .0    .0    .2    .0
  7  *    .0    .0    .0    .4    .3    .1    .0    .0    .0    .0    .2    .0
  8  *    .0    .0    .0    .6    .5    .1    .0    .0    .0    .0    .1    .0
  9  *    .2    .2    .3    .0    .2    .0    .1    .0    .3    .4    .4    .0
 10  *    .2    .2    .3    .0    .2    .0    .1    .0    .2    .7    .9    .0
 11  *    .3    .4    .5    .0    .3    .0    .1    .0    .5    .3    .2    .0
 12  *    .4    .2    .4    .4    .0    .3    .3    .3    .2    .0    .0    .4
 13  *    .3    .1    .3    .3    .0    .3    .4    .3    .2    .0    .1    .4
 14  *    .3    .1    .3    .3    .1    .3    .5    .2    .2    .0    .1    .7
 15  *    .2    .1    .2    .2    .1    .3    .5    .2    .2    .1    .1    .9
 16  *    .0    .0    .0    .3    .2    .1    .0    .1    .0    .0    .2    .0
 17  *    .0    .0    .0    .3    .4    .1    .0    .1    .0    .0    .2    .0
 18  *    .1    .2    .2    .0    .1    .0    .1    .1    .2    .2    .3    .0
 19  *    .2    .2    .3    .0    .1    .0    .1    .0    .1    .3    .4    .0
 20  *    .0    .0    .0    .0    .1    .6    .0    .1    .0    .3    .1    .0
 21  *    .0    .0    .0    .0    .1    .3    .0    .2    .0    .3    .1    .0
 22  *    .0    .0    .0    .0    .1    .1    .2    .4    .0    .4    .1    .0
 23  *    .0    .0    .0    .0    .1    .0    .5    .6    .0    .5    .1    .0
 24  *    .2    .2    .2    .0    .2    .0    .3    .1    .4    .2    .1    .0
 25  *    .1    .2    .2    .0    .1    .0    .4    .1    .4    .2    .1    .0
 26  *    .0    .2    .0    .2    .1    .1    .0    .1    .0    .0    .1    .0
 27  *    .0    .5    .1    .1    .0    .1    .0    .1    .0    .0    .1    .0

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1                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992                  PAGE  1
                               (Modified by Balloffet & Associates, April, 1994)
                                         POLLUTANT MODELLED: CARBON MONOXIDE
      JOB: Broadway/Alameda Intersection                        RUN: 2025 Conditions
      DATE: 02/02/2005   TIME: 21:54
       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 cm/s      VD =    .0 cm/s       Z0 = 175. cm         TMPC =  2.0Deg C     ALT =1609.0 m
        U =  1.0 m/s        CLAS =   4  (D)     ATIM =  60. Minutes     MIXH =  1000. m   AMB =   .0 ppm
       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH  BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)  (DEG)           (G/MI)  (FT) (FT)       (VEH)
      ------------------------*----------------------------------------*-------------------------------------------------------
       1. bway 1 Que          *    500.0      30.0     500.0    2553.8 *    2524.   360. AG    81. 100.0    .0 12.0 1.29 128.2
       2. bway 2 Que          *    512.0      30.0     512.0    2553.8 *    2524.   360. AG    81. 100.0    .0 12.0 1.29 128.2
       3. bway 3 Que          *    524.0      30.0     524.0    2553.8 *    2524.   360. AG    81. 100.0    .0 12.0 1.29 128.2
       4. bway 4 Que          *    536.0      30.0     536.0    2553.8 *    2524.   360. AG    81. 100.0    .0 12.0 1.29 128.2
       5. bway rt Que         *    488.0      30.0     488.0     116.5 *      86.   360. AG    81. 100.0    .0 12.0  .64   4.4
       6. eb alameda 1 Que    *    482.0     -18.0   -1078.4     -18.0 *    1560.   270. AG    88. 100.0    .0 12.0 1.18  79.3
       7. eb alameda 2 Que    *    482.0     -30.0   -1078.4     -30.0 *    1560.   270. AG    88. 100.0    .0 12.0 1.18  79.3
       8. eb alameda rt Que   *    482.0     -42.0     428.4     -42.0 *      54.   270. AG    95. 100.0    .0 12.0  .41   2.7
       9. wb alameda 1 Que    *    548.0       6.0    1223.1       6.0 *     675.    90. AG   100. 100.0    .0 12.0 1.07  34.3
```

10. wb alameda 2 Que	*	548.0	18.0	1223.1	18.0	*	675.	90.	AG	100.	100.0	.0	12.0	1.07	34.3
11. wb alameda lt Que	*	548.0	-6.0	1669.4	-6.0	*	1121.	90.	AG	143.	100.0	.0	12.0	1.56	57.0
12. bway 1 Apr	*	500.0	.0	500.0	1000.0	*	1000.	360.	AG	1106.	6.7	.0	32.0		
13. bway 2 Apr	*	512.0	.0	512.0	1000.0	*	1000.	360.	AG	1106.	6.7	.0	32.0		
14. bway 3 Apr	*	524.0	.0	524.0	1000.0	*	1000.	360.	AG	1106.	6.7	.0	32.0		
15. bway 4 Apr	*	536.0	.0	536.0	1000.0	*	1000.	360.	AG	1106.	6.7	.0	32.0		
16. eb alameda 1 Apr	*	518.0	-18.0	-250.0	-18.0	*	768.	270.	AG	950.	6.7	.0	32.0		
17. eb alameda 2 Apr	*	518.0	-30.0	-250.0	-30.0	*	768.	270.	AG	950.	6.7	.0	32.0		
18. wb alameda 1 Apr	*	518.0	6.0	1250.0	6.0	*	732.	90.	AG	763.	6.7	.0	32.0		
19. wb alameda 2 Apr	*	518.0	18.0	1250.0	18.0	*	732.	90.	AG	763.	6.7	.0	32.0		
20. bway 1 Dprt	*	500.0	-1000.0	500.0	.0	*	1000.	360.	AG	1036.	6.7	.0	32.0		
21. bway 2 Dprt	*	512.0	-1000.0	512.0	.0	*	1000.	360.	AG	1036.	6.7	.0	32.0		
22. bway 3 Dprt	*	524.0	-1000.0	524.0	.0	*	1000.	360.	AG	1036.	6.7	.0	32.0		
23. bway 4 Dprt	*	536.0	-1000.0	536.0	.0	*	1000.	360.	AG	1036.	6.7	.0	32.0		
24. eb alameda 1 Dprt	*	1250.0	-18.0	518.0	-18.0	*	732.	270.	AG	990.	6.7	.0	32.0		
25. eb alameda 2 Dprt	*	1250.0	-30.0	518.0	-30.0	*	732.	270.	AG	990.	6.7	.0	32.0		
26. wb alameda 1 Dprt	*	-250.0	6.0	518.0	6.0	*	768.	90.	AG	863.	6.7	.0	32.0		
27. wb alameda 2 Dprt	*	-250.0	18.0	518.0	18.0	*	768.	90.	AG	863.	6.7	.0	32.0		

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JOB: Broadway/Alameda Intersection RUN: 2025 Conditions
DATE: 02/02/2005 TIME: 21:54

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. bway 1 Que	75	34	5.0	990	1700	66.60	1	3
2. bway 2 Que	75	34	5.0	990	1700	66.60	1	3
3. bway 3 Que	75	34	5.0	990	1700	66.60	1	3
4. bway 4 Que	75	34	5.0	990	1700	66.60	1	3
5. bway rt Que	75	34	5.0	465	1600	66.60	1	3
6. eb alameda 1 Que	75	37	5.0	828	1700	66.60	1	3
7. eb alameda 2 Que	75	37	5.0	828	1700	66.60	1	3
8. eb alameda rt Que	75	40	5.0	245	1600	66.60	1	3
9. wb alameda 1 Que	75	42	5.0	630	1700	66.60	1	3
10. wb alameda 2 Que	75	42	5.0	630	1700	66.60	1	3
11. wb alameda lt Que	75	60	5.0	265	1600	66.60	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R-1	478.0	95.0	6.0
2. R-2	428.0	28.0	6.0
3. R-3	478.0	45.0	6.0
4. R-4	467.0	-52.0	6.0

5.	R-5	*	417.0	-52.0	6.0	*
6.	R-6	*	489.0	-102.0	6.0	*
7.	R-7	*	546.0	-45.0	6.0	*
8.	R-8	*	546.0	-95.0	6.0	*
9.	R-9	*	596.0	-40.0	6.0	*
10.	R-10	*	563.0	28.0	6.0	*
11.	R-11	*	613.0	28.0	6.0	*
12.	R-12	*	546.0	78.0	6.0	*

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JOB: Broadway/Alameda Intersection RUN: 2025 Conditions

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12
0.	1.7	.8	1.8	2.6	1.7	2.3	3.2	2.4	2.0	1.3	.7	2.5
5.	2.1	.8	2.3	2.7	1.8	2.7	2.7	2.3	1.8	1.0	.4	1.9
10.	2.1	1.0	2.3	3.0	1.8	2.4	2.3	1.9	1.2	.6	.0	1.5
15.	2.2	1.0	2.4	3.1	1.9	2.2	1.7	1.3	1.2	.2	.0	.7
20.	2.2	1.0	2.4	2.6	1.9	2.0	1.5	1.0	1.2	.0	.0	.5
25.	2.2	1.0	2.4	2.5	2.1	2.1	1.3	.9	1.2	.0	.0	.2
30.	2.2	1.0	2.3	2.4	2.0	1.9	1.4	.9	1.3	.0	.0	.1
35.	2.1	1.0	2.2	1.9	2.0	1.8	1.4	.9	1.4	.0	.0	.1
40.	1.9	1.0	2.0	2.1	2.0	1.7	1.4	.9	1.5	.0	.0	.1
45.	1.8	1.0	1.9	2.1	2.1	1.7	1.5	.9	1.5	.0	.0	.1
50.	1.8	1.0	1.8	2.2	1.8	1.8	1.6	.9	1.5	.1	.1	.1
55.	1.8	1.0	1.8	2.0	1.9	1.8	1.6	.8	1.6	.1	.1	.1
60.	1.8	1.0	1.8	1.9	2.4	1.7	1.6	.9	1.8	.1	.1	.0
65.	1.8	1.0	1.8	2.0	2.3	1.7	1.7	.9	1.8	.2	.2	.0
70.	1.7	1.1	1.7	2.4	2.2	1.7	1.7	.9	2.0	.3	.3	.0
75.	1.8	1.5	1.9	2.2	1.9	1.7	1.8	.9	2.0	.7	.7	.0
80.	1.8	1.6	2.2	2.0	2.1	1.6	1.8	.8	2.0	.9	.9	.0
85.	1.9	2.1	2.5	1.9	2.1	1.4	1.6	.6	1.8	1.6	1.6	.2
90.	2.2	1.9	2.7	1.7	1.6	1.1	1.3	.3	1.5	1.9	1.9	.5
95.	2.4	2.0	2.8	1.3	1.2	.9	1.1	.2	1.2	2.3	2.3	.8
100.	2.6	2.0	2.9	.9	.9	.8	.5	.0	.6	2.5	2.4	.9
105.	2.6	1.8	3.0	.7	.6	.9	.4	.0	.5	2.5	2.5	1.0
110.	2.5	2.0	2.9	.6	.4	.9	.1	.0	.2	2.5	2.5	1.0
115.	2.5	1.7	2.3	.6	.4	.9	.1	.0	.2	2.3	2.3	1.0
120.	2.5	1.4	2.3	.6	.4	.9	.1	.0	.1	2.1	2.1	1.0
125.	2.5	1.4	2.2	.6	.4	1.0	.0	.0	.1	2.0	2.0	1.1

130.	*	2.4	1.3	2.3	.7	.4	1.0	.1	.1	.1	2.0	2.0	1.0
135.	*	2.5	1.2	2.2	.7	.4	1.0	.1	.1	.1	1.8	1.8	1.0
140.	*	2.4	1.3	1.8	.7	.4	1.0	.1	.1	.1	1.7	1.7	1.0
145.	*	2.3	1.4	1.6	.8	.4	1.1	.1	.1	.0	1.7	1.7	.9
150.	*	2.2	1.5	1.9	.9	.4	1.1	.1	.1	.0	1.7	1.7	.9
155.	*	2.1	1.5	1.8	.9	.4	1.4	.2	.2	.0	1.7	1.7	.9
160.	*	1.9	1.5	1.7	.9	.4	1.4	.3	.3	.0	1.6	1.6	1.0
165.	*	2.1	1.5	1.7	.9	.4	1.4	.4	.4	.0	1.7	1.6	1.1
170.	*	1.9	1.3	1.7	.8	.4	1.5	.8	.8	.0	2.0	1.6	1.7
175.	*	1.8	1.3	1.7	.7	.4	1.4	.9	.9	.2	2.1	1.7	1.8
180.	*	1.3	1.3	1.6	.5	.2	1.2	1.2	1.2	.4	2.2	1.9	2.1
185.	*	1.3	.9	1.3	.4	.0	.9	1.4	1.4	.4	2.3	2.0	2.1
190.	*	1.1	.9	1.2	.2	.0	.7	1.5	1.5	.5	2.4	2.0	2.3
195.	*	.8	.9	1.0	.0	.0	.4	1.5	1.5	.6	2.5	2.1	2.2
200.	*	.6	.9	.9	.0	.0	.2	1.4	1.4	.6	2.3	2.2	2.2
205.	*	.6	.9	.9	.0	.0	.2	1.4	1.4	.6	2.1	2.2	2.5

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JOB: Broadway/Alameda Intersection RUN: 2025 Conditions

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12
210.	*	.6	.9	.9	.0	.0	.1	1.2	1.2	.6	2.1	2.1	2.4
215.	*	.6	1.0	.8	.0	.0	.1	1.1	1.1	.5	2.1	2.1	2.5
220.	*	.6	1.0	.8	.0	.0	.1	1.0	1.0	.6	2.1	2.1	2.5
225.	*	.6	1.0	.8	.0	.0	.1	1.0	1.0	.6	1.9	2.1	2.3
230.	*	.6	1.2	.8	.0	.0	.0	1.0	1.0	.5	2.0	2.2	2.4
235.	*	.6	1.4	.8	.0	.0	.0	1.0	1.0	.5	2.2	2.3	2.4
240.	*	.6	1.4	1.0	.0	.0	.0	1.0	1.0	.5	2.3	2.3	2.5
245.	*	.6	1.5	1.1	.0	.0	.0	.9	.9	.5	2.1	2.5	2.5
250.	*	.6	1.5	1.2	.0	.0	.0	1.1	.9	.7	2.4	2.6	2.5
255.	*	.6	1.6	1.2	.2	.2	.0	1.4	.8	1.0	2.2	2.3	2.4
260.	*	.6	1.5	1.0	.5	.4	.0	1.6	.8	1.1	2.2	2.5	2.5
265.	*	.5	1.5	.8	.8	.7	.2	1.9	1.1	1.6	2.4	2.1	2.5
270.	*	.3	1.2	.7	1.4	1.2	.4	2.2	1.2	1.9	2.1	1.8	2.3
275.	*	.0	1.0	.5	1.4	1.2	.5	2.4	1.4	1.9	2.2	1.8	2.0
280.	*	.0	.5	.2	1.7	1.4	.7	2.4	1.5	2.1	1.8	1.5	1.9
285.	*	.0	.4	.1	1.8	1.5	.7	2.4	1.7	1.8	1.5	1.3	1.9
290.	*	.0	.2	.0	1.8	1.3	.7	2.1	1.7	1.7	1.4	1.0	1.9
295.	*	.0	.1	.0	1.7	1.3	.6	2.0	1.7	2.0	1.4	1.0	1.9
300.	*	.0	.1	.0	1.6	1.2	.6	2.0	1.6	1.8	1.4	.9	1.9
305.	*	.0	.1	.0	1.6	1.2	.6	1.8	1.7	1.8	1.6	.9	1.9
310.	*	.0	.1	.0	1.6	1.2	.7	1.8	1.7	1.9	1.6	.9	1.8
315.	*	.0	.1	.0	1.6	1.2	.8	1.7	1.6	2.1	1.6	.8	1.9
320.	*	.0	.0	.0	1.4	1.0	.8	1.8	1.6	2.1	1.6	.8	2.1
325.	*	.0	.0	.0	1.4	1.0	.8	2.2	1.5	2.1	1.6	.8	2.3
330.	*	.0	.0	.0	1.4	1.0	.8	2.4	1.7	2.2	1.6	.9	2.4

335.	*	.0	.0	.0	1.4	1.0	.8	2.5	2.1	2.3	1.8	.9	2.6
340.	*	.1	.0	.1	1.3	1.0	.9	2.6	2.0	2.4	2.0	.9	2.6
345.	*	.2	.0	.3	1.4	1.0	1.3	3.0	2.2	2.5	2.0	.9	2.7
350.	*	.8	.0	.9	1.8	1.0	1.9	3.1	2.4	2.4	2.0	.8	2.7
355.	*	1.1	.4	1.4	2.2	1.2	2.2	3.2	2.7	2.2	1.7	.8	2.7
MAX	*	2.6	2.1	3.0	3.1	2.4	2.7	3.2	2.7	2.5	2.5	2.6	2.7
DEGR.	*	100	85	105	15	60	5	0	355	345	100	250	345

THE HIGHEST CONCENTRATION IS 3.20 AT 0 DEGREES FROM REC7 .

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JOB: Broadway/Alameda Intersection RUN: 2025 Conditions

DATE: 02/02/2005 TIME: 21:54

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

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12
	100	85	105	15	60	5	0	355	345	100	250	345
1	.2	.1	.2	.2	.0	.2	.2	.2	.1	.0	.0	.2
2	.2	.1	.1	.2	.0	.2	.2	.2	.1	.0	.0	.2
3	.1	.1	.1	.2	.0	.2	.2	.2	.2	.0	.0	.3
4	.1	.0	.1	.2	.0	.2	.2	.2	.2	.0	.0	.5
5	.3	.1	.3	.1	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.1	.0
7	.0	.0	.0	.2	.2	.0	.0	.0	.0	.0	.1	.0
8	.0	.0	.0	.3	.3	.0	.0	.0	.0	.0	.0	.0
9	.1	.1	.2	.0	.1	.0	.1	.0	.2	.4	.2	.0
10	.1	.2	.2	.0	.1	.0	.1	.0	.1	.6	.5	.0
11	.2	.2	.3	.0	.1	.0	.1	.1	.3	.4	.1	.0
12	.3	.1	.2	.3	.1	.2	.2	.2	.1	.0	.0	.2
13	.2	.1	.2	.2	.1	.2	.2	.2	.2	.0	.0	.3
14	.2	.1	.2	.2	.1	.2	.3	.2	.2	.0	.1	.4
15	.2	.1	.1	.2	.1	.2	.3	.2	.2	.0	.1	.6
16	.0	.0	.0	.2	.2	.1	.0	.0	.0	.0	.1	.0
17	.0	.0	.0	.2	.3	.1	.0	.0	.0	.0	.1	.0
18	.1	.1	.2	.0	.1	.0	.1	.1	.1	.3	.2	.0
19	.1	.1	.2	.0	.1	.0	.1	.0	.1	.4	.3	.0
20	.0	.0	.0	.1	.1	.4	.0	.0	.0	.0	.1	.0
21	.0	.0	.0	.0	.0	.2	.0	.1	.0	.0	.1	.0
22	.0	.0	.0	.0	.0	.1	.1	.2	.0	.0	.1	.0
23	.0	.0	.0	.0	.0	.0	.3	.4	.0	.0	.1	.0
24	.1	.1	.2	.0	.1	.0	.2	.1	.2	.2	.1	.0
25	.1	.1	.1	.0	.0	.0	.3	.1	.2	.2	.0	.0
26	.0	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.0
27	.0	.3	.1	.1	.1	.1	.0	.0	.0	.0	.1	.0

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1 CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992 PAGE 1
(Modified by Balloffet & Associates, April, 1994)
POLLUTANT MODELLED: CARBON MONOXIDE

JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003
DATE: 02/02/2005 TIME: 21:39

SITE & METEOROLOGICAL VARIABLES

VS = .0 cm/s VD = .0 cm/s Z0 = 175. cm TMPC = 2.0Deg C ALT =1609.0 m
U = 1.0 m/s CLAS = 4 (D) ATIM = 60. Minutes MIXH = 1000. m AMB = .0 ppm

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. eb alameda 1a Que	345.0	601.0	255.5	603.2	90.	271.	AG	79.	100.0	.0	12.0	.57	4.5
2. eb alameda 1b Que	345.0	613.0	255.5	615.2	90.	271.	AG	79.	100.0	.0	12.0	.57	4.5
3. eb alameda 2a Que	701.0	599.0	622.1	599.0	79.	270.	AG	79.	100.0	.0	12.0	.50	4.0
4. eb alameda 2b Que	701.0	611.0	622.1	611.0	79.	270.	AG	79.	100.0	.0	12.0	.50	4.0
5. eb alameda 3a Que	1003.0	603.0	909.5	600.1	94.	268.	AG	158.	100.0	.0	12.0	.47	4.8
6. eb alameda 3b Que	1001.0	615.0	907.5	612.1	94.	268.	AG	158.	100.0	.0	12.0	.47	4.8
7. eb alameda 4a Que	1360.0	604.0	1272.1	604.0	88.	270.	AG	79.	100.0	.0	12.0	.56	4.5
8. eb alameda 4b Que	1355.0	616.0	1267.1	616.0	88.	270.	AG	79.	100.0	.0	12.0	.56	4.5
9. eb alameda lta Que	350.0	635.0	345.1	634.8	5.	268.	AG	284.	100.0	.0	12.0	.21	.3
10. eb alameda ltb Que	708.0	623.0	629.1	621.9	79.	269.	AG	79.	100.0	.0	12.0	.53	4.0
11. eb alameda ltc1 Que	998.0	623.0	904.5	622.6	94.	270.	AG	158.	100.0	.0	12.0	.50	4.8
12. eb alameda ltc2 Que	995.0	635.0	901.5	634.6	94.	270.	AG	158.	100.0	.0	12.0	.50	4.8
13. eb alameda ltd1 Que	1354.0	625.0	594.9	619.5	759.	270.	AG	268.	100.0	.0	12.0	1.47	38.6
14. eb alameda ltd2 Que	1350.0	634.0	590.9	628.4	759.	270.	AG	268.	100.0	.0	12.0	1.47	38.6
15. eb alameda rtc Que	1005.0	591.0	705.2	579.8	300.	268.	AG	110.	100.0	.0	12.0	.99	15.2
16. kal 1a Que	984.0	693.0	847.8	1030.5	364.	338.	AG	208.	100.0	.0	12.0	1.02	18.5
17. kal 1b Que	999.0	693.0	862.8	1030.5	364.	338.	AG	208.	100.0	.0	12.0	1.02	18.5
18. kal 1c Que	1011.0	693.0	874.8	1030.5	364.	338.	AG	208.	100.0	.0	12.0	1.02	18.5
19. kal lt Que	1030.0	680.0	991.4	777.3	105.	338.	AG	208.	100.0	.0	12.0	.67	5.3
20. kal rt Que	972.0	682.0	747.9	1240.4	602.	338.	AG	208.	100.0	.0	12.0	1.08	30.6
21. nb river Que	413.0	582.0	429.4	537.8	47.	160.	AG	42.	100.0	.0	12.0	.38	2.4
22. nb river rt Que	425.0	592.0	468.0	463.8	135.	161.	AG	42.	100.0	.0	12.0	.89	6.9
23. off 1 Que	684.0	679.0	623.1	818.9	153.	336.	AG	111.	100.0	.0	12.0	.91	7.7
24. off 2 Que	696.0	679.0	635.1	818.9	153.	336.	AG	111.	100.0	.0	12.0	.91	7.7
25. off rt Que	646.0	733.0	317.9	1497.3	832.	337.	AG	103.	100.0	.0	12.0	1.15	42.3
26. santa 1 Que	1409.0	584.0	1598.3	69.9	548.	160.	AG	237.	100.0	.0	12.0	1.10	27.8
27. santa 2 Que	1397.0	584.0	1586.3	69.9	548.	160.	AG	237.	100.0	.0	12.0	1.10	27.8
28. santa 3 Que	1387.0	585.0	1574.4	70.3	548.	160.	AG	237.	100.0	.0	12.0	1.10	27.8
29. santa lt Que	1376.0	587.0	1620.0	-87.6	717.	160.	AG	237.	100.0	.0	12.0	1.17	36.4
30. santa rt1 Que	1439.0	533.0	1524.9	292.5	255.	160.	AG	221.	100.0	.0	12.0	1.01	13.0
31. sb river Que	350.0	691.0	306.8	812.1	129.	340.	AG	42.	100.0	.0	12.0	.85	6.5
32. wb alameda 1a Que	1420.0	662.0	1659.6	659.4	240.	91.	AG	120.	100.0	.0	12.0	.93	12.2

33. wb alameda 1b Que	*	1420.0	650.0	1659.6	647.4	*	240.	91.	AG	120.	100.0	.0	12.0	.93	12.2
34. wb alameda 2a Que	*	1061.0	661.0	1163.8	661.0	*	103.	90.	AG	107.	100.0	.0	12.0	.55	5.2
35. wb alameda 2b Que	*	1061.0	649.0	1163.8	649.0	*	103.	90.	AG	107.	100.0	.0	12.0	.55	5.2
36. wb alameda 2c Que	*	1054.0	673.0	1156.8	673.0	*	103.	90.	AG	107.	100.0	.0	12.0	.55	5.2
37. wb alameda 3a Que	*	710.0	660.0	806.8	660.8	*	97.	90.	AG	79.	100.0	.0	12.0	.61	4.9
38. wb alameda 3b Que	*	722.0	648.0	818.8	648.9	*	97.	89.	AG	79.	100.0	.0	12.0	.61	4.9
39. wb alameda 3c Que	*	710.0	672.0	806.8	672.8	*	97.	90.	AG	79.	100.0	.0	12.0	.61	4.9
40. wb alameda 4a Que	*	414.0	656.0	519.0	657.7	*	105.	89.	AG	79.	100.0	.0	12.0	.66	5.3
41. wb alameda 4b Que	*	420.0	645.0	525.0	645.9	*	105.	89.	AG	79.	100.0	.0	12.0	.66	5.3
42. wb alameda 4c Que	*	409.0	668.0	514.0	669.7	*	105.	89.	AG	79.	100.0	.0	12.0	.66	5.3
43. wb alameda ltb Que	*	1054.0	640.0	1923.4	645.2	*	869.	90.	AG	249.	100.0	.0	12.0	1.29	44.2
44. wb alameda ltd Que	*	412.0	634.0	1197.9	642.1	*	786.	89.	AG	275.	100.0	.0	12.0	1.67	39.9

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003
DATE: 02/02/2005 TIME: 21:39

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. eb alameda 1a Apr	*	395.0	600.0	12.0	609.0	*	383.	271.	AG	660.	11.9	.0	32.0		
46. eb alameda 1b Apr	*	385.0	612.0	12.0	621.0	*	373.	271.	AG	660.	11.9	.0	32.0		
47. eb alameda 2a Apr	*	733.0	599.0	529.0	599.0	*	204.	270.	AG	868.	11.9	.0	32.0		
48. eb alameda 2b Apr	*	733.0	611.0	529.0	611.0	*	204.	270.	AG	868.	11.9	.0	32.0		
49. eb alameda 3a Apr	*	1036.0	603.0	873.0	599.0	*	163.	269.	AG	571.	11.9	.0	32.0		
50. eb alameda 3b Apr	*	1030.0	615.0	873.0	611.0	*	157.	269.	AG	571.	11.9	.0	32.0		
51. eb alameda 4a Apr	*	1395.0	605.0	1222.0	604.0	*	173.	270.	AG	415.	11.9	.0	32.0		
52. eb alameda 4b Apr	*	1388.0	617.0	1222.0	616.0	*	166.	270.	AG	415.	11.9	.0	32.0		
53. kal 1a Apr	*	1008.0	637.0	802.0	1144.0	*	547.	338.	AG	720.	11.9	.0	32.0		
54. kal 1b Apr	*	1022.0	637.0	817.0	1144.0	*	547.	338.	AG	720.	11.9	.0	32.0		
55. kal 1c Apr	*	1035.0	637.0	829.0	1144.0	*	547.	338.	AG	720.	11.9	.0	32.0		
56. nb river Apr	*	392.0	638.0	542.0	235.0	*	430.	160.	AG	370.	9.5	.0	32.0		
57. santa 1 Apr	*	1390.0	636.0	1624.0	.0	*	678.	160.	AG	573.	11.9	.0	32.0		
58. santa 2 Apr	*	1378.0	636.0	1612.0	.0	*	678.	160.	AG	573.	11.9	.0	32.0		
59. santa 3 Apr	*	1368.0	637.0	1600.0	.0	*	678.	160.	AG	573.	11.9	.0	32.0		
60. sb river Apr	*	370.0	639.0	233.0	1019.0	*	404.	340.	AG	260.	9.5	.0	32.0		
61. wb alameda 1a Apr	*	1369.0	662.0	1782.0	658.0	*	413.	91.	AG	870.	11.9	.0	32.0		
62. wb alameda 1b Apr	*	1380.0	650.0	1782.0	646.0	*	402.	91.	AG	870.	11.9	.0	32.0		
63. wb alameda 2a Apr	*	1012.0	660.0	1197.0	661.0	*	185.	90.	AG	650.	11.9	.0	32.0		
64. wb alameda 2b Apr	*	1020.0	648.0	1197.0	649.0	*	177.	90.	AG	650.	11.9	.0	32.0		
65. wb alameda 2c Apr	*	1005.0	672.0	1338.0	673.0	*	333.	90.	AG	650.	11.9	.0	32.0		
66. wb alameda 3a Apr	*	693.0	660.0	828.0	661.0	*	135.	90.	AG	708.	11.9	.0	32.0		
67. wb alameda 3b Apr	*	708.0	648.0	828.0	649.0	*	120.	90.	AG	708.	11.9	.0	32.0		
68. wb alameda 3c Apr	*	693.0	672.0	828.0	673.0	*	135.	90.	AG	708.	11.9	.0	32.0		
69. wb alameda 4a Apr	*	375.0	656.0	534.0	658.0	*	159.	89.	AG	848.	11.9	.0	32.0		
70. wb alameda 4b Apr	*	382.0	644.0	534.0	646.0	*	152.	89.	AG	848.	11.9	.0	32.0		
71. wb alameda 4c Apr	*	369.0	668.0	534.0	670.0	*	165.	89.	AG	848.	11.9	.0	32.0		

72.	eb alameda 1a Dprt	529.0	599.0	395.0	600.0	134.	270.	AG	868.	11.9	.0	32.0	
73.	eb alameda 1b Dprt	529.0	611.0	385.0	612.0	144.	270.	AG	868.	11.9	.0	32.0	
74.	eb alameda 2a Dprt	873.0	599.0	733.0	599.0	140.	270.	AG	571.	11.9	.0	32.0	
75.	eb alameda 2b Dprt	873.0	611.0	733.0	611.0	140.	270.	AG	571.	11.9	.0	32.0	
76.	eb alameda 3a Dprt	1222.0	604.0	1036.0	603.0	186.	270.	AG	415.	11.9	.0	32.0	
77.	eb alameda 3b Dprt	1222.0	616.0	1030.0	615.0	192.	270.	AG	342.	11.9	.0	32.0	
78.	eb alameda 4a Dprt	1782.0	621.0	1395.0	605.0	387.	268.	AG	828.	11.9	.0	32.0	
79.	eb alameda 4b Dprt	1782.0	633.0	1388.0	617.0	394.	268.	AG	828.	11.9	.0	32.0	
80.	kal 1a Dprt	1073.0	483.0	1008.0	637.0	167.	337.	AG	870.	11.9	.0	32.0	
81.	kal 1b Dprt	1083.0	494.0	1022.0	637.0	155.	337.	AG	870.	11.9	.0	32.0	
82.	kal 1c Dprt	1091.0	504.0	1035.0	637.0	144.	337.	AG	870.	11.9	.0	32.0	
83.	nb river Dprt	249.0	1022.0	392.0	638.0	410.	160.	AG	135.	9.5	.0	32.0	
84.	santa 1 Dprt	1206.0	1127.0	1390.0	636.0	524.	159.	AG	505.	11.9	.0	32.0	
85.	santa 2 Dprt	1194.0	1127.0	1378.0	636.0	524.	159.	AG	505.	11.9	.0	32.0	
86.	santa 3 Dprt	1181.0	1127.0	1368.0	637.0	524.	159.	AG	505.	11.9	.0	32.0	
87.	sb river Dprt	530.0	230.0	370.0	639.0	439.	339.	AG	240.	9.5	.0	32.0	
88.	wb alameda 1a Dprt	1197.0	661.0	1369.0	662.0	172.	90.	AG	650.	11.9	.0	32.0	
89.	wb alameda 1b Dprt	1197.0	649.0	1380.0	650.0	183.	90.	AG	650.	11.9	.0	32.0	
90.	wb alameda 2a Dprt	828.0	661.0	1012.0	660.0	184.	90.	AG	708.	11.9	.0	32.0	
91.	wb alameda 2b Dprt	828.0	649.0	1020.0	648.0	192.	90.	AG	708.	11.9	.0	32.0	
92.	wb alameda 2c Dprt	828.0	673.0	1005.0	672.0	177.	90.	AG	708.	11.9	.0	32.0	
93.	wb alameda 3a Dprt	534.0	658.0	693.0	660.0	159.	89.	AG	848.	11.9	.0	32.0	
94.	wb alameda 3b Dprt	534.0	646.0	708.0	648.0	174.	89.	AG	848.	11.9	.0	32.0	
95.	wb alameda 3c Dprt	534.0	670.0	693.0	672.0	159.	89.	AG	848.	11.9	.0	32.0	

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003
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LINK VARIABLES

	LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
96.	wb alameda 4a Dprt	.0	647.0	375.0	656.0	375.	89.	AG	795.	11.9	.0	32.0		
97.	wb alameda 4b Dprt	.0	635.0	382.0	644.0	382.	89.	AG	795.	11.9	.0	32.0		
98.	wb alameda 4c Dprt	.0	659.0	369.0	668.0	369.	89.	AG	795.	11.9	.0	32.0		
99.	kal 2a	1432.0	149.0	1073.0	483.0	490.	313.	AG	870.	11.9	.0	32.0		
100.	kal 2b	1439.0	159.0	1083.0	494.0	489.	313.	AG	870.	11.9	.0	32.0		
101.	kal 2c	1451.0	172.0	1091.0	504.0	490.	313.	AG	870.	11.9	.0	32.0		
102.	nb i25 1a	893.0	642.0	1179.0	30.0	676.	155.	DP	2105.	14.6	-25.0	32.0		
103.	nb i25 1b	881.0	642.0	1167.0	30.0	676.	155.	DP	2105.	14.6	-25.0	32.0		
104.	nb i25 1c	869.0	642.0	1155.0	30.0	676.	155.	DP	2105.	14.6	-25.0	32.0		
105.	nb i25 1d	856.0	642.0	1142.0	30.0	676.	155.	DP	2105.	14.6	-25.0	32.0		
106.	nb i25 2a	604.0	1259.0	893.0	642.0	681.	155.	DP	2105.	14.6	-25.0	32.0		
107.	nb i25 2b	591.0	1259.0	881.0	642.0	682.	155.	DP	2105.	14.6	-25.0	32.0		
108.	nb i25 2c	579.0	1259.0	869.0	642.0	682.	155.	DP	2105.	14.6	-25.0	32.0		
109.	nb i25 2d	566.0	1259.0	856.0	642.0	682.	155.	DP	2105.	14.6	-25.0	32.0		
110.	off rt	629.0	682.0	646.0	733.0	54.	18.	AG	425.	22.4	.0	32.0		

111.	santa rt2	*	1457.0	600.0	1439.0	533.0	*	69.	195.	AG	370.	11.9	.0 32.0
112.	sb i25 1a	*	788.0	641.0	506.0	1250.0	*	671.	335.	DP	1795.	14.6	-25.0 32.0
113.	sb i25 1b	*	802.0	641.0	520.0	1250.0	*	671.	335.	DP	1795.	14.6	-25.0 32.0
114.	sb i25 1c	*	815.0	641.0	534.0	1250.0	*	671.	335.	DP	1795.	14.6	-25.0 32.0
115.	sb i25 1d	*	827.0	641.0	545.0	1250.0	*	671.	335.	DP	1795.	14.6	-25.0 32.0
116.	sb i25 2a	*	1082.0	7.0	788.0	641.0	*	699.	335.	DP	1795.	14.6	-25.0 32.0
117.	sb i25 2b	*	1096.0	7.0	802.0	641.0	*	699.	335.	DP	1795.	14.6	-25.0 32.0
118.	sb i25 2c	*	1109.0	7.0	815.0	641.0	*	699.	335.	DP	1795.	14.6	-25.0 32.0
119.	sb i25 2d	*	1120.0	7.0	827.0	641.0	*	698.	335.	DP	1795.	14.6	-25.0 32.0

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

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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.	eb alameda 1a Que	*	100	25	5.0	655	1700	117.70	1	3
2.	eb alameda 1b Que	*	100	25	5.0	655	1700	117.70	1	3
3.	eb alameda 2a Que	*	100	25	5.0	577	1700	117.70	1	3
4.	eb alameda 2b Que	*	100	25	5.0	577	1700	117.70	1	3
5.	eb alameda 3a Que	*	100	50	5.0	342	1700	117.70	1	3
6.	eb alameda 3b Que	*	100	50	5.0	342	1700	117.70	1	3
7.	eb alameda 4a Que	*	100	25	5.0	643	1700	117.70	1	3
8.	eb alameda 4b Que	*	100	25	5.0	643	1700	117.70	1	3
9.	eb alameda lta Que	*	100	90	5.0	10	1600	117.70	1	3
10.	eb alameda ltb Que	*	100	25	5.0	577	1600	117.70	1	3
11.	eb alameda ltc1 Que	*	100	50	5.0	342	1600	117.70	1	3
12.	eb alameda ltc2 Que	*	100	50	5.0	342	1600	117.70	1	3
13.	eb alameda ltd1 Que	*	100	85	5.0	188	1600	117.70	1	3
14.	eb alameda ltd2 Que	*	100	85	5.0	188	1600	117.70	1	3
15.	eb alameda rtc Que	*	100	35	5.0	915	1600	117.70	1	3
16.	kal 1a Que	*	100	66	5.0	468	1700	117.70	1	3
17.	kal 1b Que	*	100	66	5.0	468	1700	117.70	1	3
18.	kal 1c Que	*	100	66	5.0	468	1700	117.70	1	3
19.	kal lt Que	*	100	66	5.0	290	1600	117.70	1	3
20.	kal rt Que	*	100	66	5.0	465	1600	117.70	1	3
21.	nb river Que	*	100	75	5.0	115	1700	21.10	1	3
22.	nb river rt Que	*	100	75	5.0	255	1600	21.10	1	3
23.	off 1 Que	*	100	75	5.0	278	1700	55.00	1	3
24.	off 2 Que	*	100	75	5.0	278	1700	55.00	1	3
25.	off rt Que	*	100	70	5.0	425	1600	55.00	1	3
26.	santa 1 Que	*	100	75	5.0	338	1700	117.70	1	3
27.	santa 2 Que	*	100	75	5.0	338	1700	117.70	1	3
28.	santa 3 Que	*	100	75	5.0	338	1700	117.70	1	3
29.	santa lt Que	*	100	75	5.0	337	1600	117.70	1	3

30. santa rt1 Que	*	100	70	5.0	370	1600	117.70	1	3
31. sb river Que	*	100	75	5.0	260	1700	21.10	1	3
32. wb alameda 1a Que	*	100	38	5.0	870	1700	117.70	1	3
33. wb alameda 1b Que	*	100	38	5.0	870	1700	117.70	1	3
34. wb alameda 2a Que	*	100	34	5.0	553	1700	117.70	1	3
35. wb alameda 2b Que	*	100	34	5.0	553	1700	117.70	1	3
36. wb alameda 2c Que	*	100	34	5.0	553	1700	117.70	1	3
37. wb alameda 3a Que	*	100	25	5.0	708	1700	117.70	1	3
38. wb alameda 3b Que	*	100	25	5.0	708	1700	117.70	1	3
39. wb alameda 3c Que	*	100	25	5.0	708	1700	117.70	1	3
40. wb alameda 4a Que	*	100	25	5.0	768	1700	117.70	1	3
41. wb alameda 4b Que	*	100	25	5.0	768	1700	117.70	1	3
42. wb alameda 4c Que	*	100	25	5.0	768	1700	117.70	1	3
43. wb alameda ltb Que	*	100	79	5.0	290	1600	117.70	1	3
44. wb alameda ltd Que	*	100	87	5.0	160	1600	117.70	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R-1	328.0	705.0	6.0

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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
2. R-2	384.0	706.0	6.0
3. R-3	620.0	710.0	6.0
4. R-4	700.0	710.0	6.0
5. R-5	943.0	710.0	6.0
6. R-6	1035.0	711.0	6.0
7. R-7	1322.0	711.0	6.0
8. R-8	1384.0	700.0	6.0
9. R-9	381.0	566.0	6.0
10. R-10	451.0	565.0	6.0
11. R-11	1019.0	569.0	6.0
12. R-12	1081.0	569.0	6.0
13. R-13	1365.0	570.0	6.0
14. R-14	1468.0	573.0	6.0
15. R-15	317.0	683.0	6.0
16. R-16	355.0	584.0	6.0
17. R-17	454.0	583.0	6.0
18. R-18	416.0	685.0	6.0
19. R-19	686.0	582.0	6.0

20. R-20	*	724.0	688.0	6.0 *
21. R-21	*	768.0	583.0	6.0 *
22. R-22	*	991.0	572.0	6.0 *
23. R-23	*	936.0	688.0	6.0 *
24. R-24	*	1067.0	689.0	6.0 *
25. R-25	*	1093.0	587.0	6.0 *
26. R-26	*	1346.0	588.0	6.0 *
27. R-27	*	1322.0	689.0	6.0 *
28. R-28	*	1434.0	678.0	6.0 *
29. R-29	*	267.0	681.0	6.0 *
30. R-30	*	311.0	752.0	6.0 *
31. R-31	*	367.0	753.0	6.0 *
32. R-32	*	466.0	685.0	6.0 *
33. R-33	*	504.0	583.0	6.0 *
34. R-34	*	467.0	518.0	6.0 *
35. R-35	*	400.0	520.0	6.0 *
36. R-36	*	305.0	586.0	6.0 *
37. R-37	*	619.0	756.0	6.0 *
38. R-38	*	680.0	756.0	6.0 *
39. R-39	*	924.0	757.0	6.0 *
40. R-40	*	1017.0	757.0	6.0 *
41. R-41	*	1118.0	689.0	6.0 *
42. R-42	*	1143.0	587.0	6.0 *
43. R-43	*	1100.0	523.0	6.0 *
44. R-44	*	1038.0	523.0	6.0 *
45. R-45	*	1272.0	689.0	6.0 *
46. R-46	*	1304.0	758.0	6.0 *
47. R-47	*	1366.0	747.0	6.0 *
48. R-48	*	1484.0	677.0	6.0 *
49. R-49	*	1489.0	593.0	6.0 *
50. R-50	*	1458.0	525.0	6.0 *
51. R-51	*	1382.0	523.0	6.0 *

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003
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RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z *
52. R-52	*	1296.0	588.0	6.0 *

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003
MODEL RESULTS

REMARKS : In search of the angle corresponding to

the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	.3	.1	2.1	4.5	3.1	.0	.9	.1	1.0	1.8	3.9	2.3	1.8	1.5	.2	1.1	2.2	.1	5.1	6.0
5.	.3	.1	2.3	4.4	2.9	.0	.9	.1	1.1	2.2	3.7	2.3	1.6	1.5	.2	1.1	2.6	.2	5.2	5.8
10.	.4	.3	2.5	4.3	2.8	.0	.8	.0	1.6	2.5	3.4	2.3	1.6	1.5	.3	1.4	2.9	.6	5.0	5.6
15.	.5	.7	2.4	4.2	2.8	.0	.7	.0	2.0	2.5	3.1	2.2	1.7	1.4	.3	1.7	2.9	.9	4.8	5.4
20.	.8	.9	2.5	4.3	2.6	.0	.7	.0	2.0	2.5	3.3	2.2	1.7	1.4	.7	1.9	2.9	.9	5.0	5.6
25.	1.1	.9	2.5	4.5	2.7	.0	.7	.0	2.5	2.5	3.4	2.2	1.8	1.4	1.1	1.9	2.8	.9	5.3	5.5
30.	1.1	.9	2.5	4.5	2.7	.0	.7	.0	2.6	2.4	3.2	2.2	2.1	1.4	1.1	2.1	2.9	.9	5.3	5.3
35.	1.1	.9	2.6	4.2	2.5	.0	.6	.0	2.8	2.4	3.3	2.2	2.3	1.5	1.1	2.4	2.8	1.0	5.3	5.1
40.	1.1	1.0	2.9	4.2	2.6	.0	.6	.0	2.7	2.5	3.4	2.2	2.4	1.6	1.1	2.7	3.0	1.0	5.1	5.1
45.	1.2	1.0	3.1	4.1	2.4	.0	.6	.0	2.8	2.4	3.4	2.3	2.8	1.7	1.2	3.0	2.9	1.0	5.5	5.0
50.	1.2	1.0	3.1	4.1	2.4	.0	.6	.0	2.8	2.9	3.4	2.4	3.0	1.7	1.2	3.0	3.3	1.0	5.6	5.0
55.	1.2	1.0	3.1	4.1	2.4	.0	.6	.0	3.2	2.9	3.4	2.3	3.3	1.6	1.2	3.1	3.3	1.0	5.7	4.9
60.	1.2	1.0	3.1	4.1	2.4	.0	.6	.0	3.3	2.8	3.4	2.2	3.5	1.6	1.1	3.6	3.3	1.4	5.7	5.1
65.	1.3	1.3	3.0	4.2	2.5	.0	.6	.0	3.3	3.0	3.5	1.9	3.6	1.6	1.3	3.9	3.7	1.4	5.4	5.1
70.	1.4	1.3	3.0	4.1	2.5	.0	.6	.0	3.5	3.3	3.3	2.0	3.8	1.5	1.6	4.1	4.0	1.4	5.6	5.0
75.	1.4	1.2	3.0	4.1	2.5	.0	.6	.0	3.4	3.2	2.9	2.2	3.8	1.1	1.6	3.7	3.7	1.9	5.4	5.1
80.	1.7	1.5	3.2	4.3	2.7	.1	.7	.2	3.6	3.6	2.8	1.7	3.8	1.0	2.2	3.6	4.3	2.2	5.5	5.8
85.	1.7	1.9	3.1	4.7	2.8	.3	1.0	.4	2.9	2.4	2.5	1.7	3.4	.7	2.5	3.7	3.6	2.4	4.7	6.7
90.	2.3	1.9	3.6	5.3	3.2	.7	1.3	.8	2.5	2.0	2.3	1.2	3.2	.3	3.1	3.1	2.8	2.8	3.9	6.8
95.	3.0	2.7	3.9	5.1	3.9	1.5	1.6	1.2	2.1	1.7	1.7	.8	3.0	.3	4.5	2.3	2.3	4.4	3.6	7.6
100.	3.1	3.7	4.7	5.5	4.2	2.0	1.7	1.4	1.6	1.4	1.6	.6	3.1	.1	3.9	2.0	1.9	4.1	3.2	7.9
105.	3.2	3.2	5.1	6.7	4.7	2.3	2.0	1.7	1.4	1.1	1.5	.5	3.0	.0	3.9	1.7	1.7	4.2	3.2	8.8
110.	3.5	3.2	5.0	6.7	4.6	2.6	2.1	2.0	1.3	.9	1.7	.6	3.0	.0	3.6	1.4	1.0	4.1	2.8	9.7
115.	3.0	3.4	5.8	7.3	4.7	2.8	2.1	1.9	1.2	.8	1.9	.7	3.2	.0	3.2	1.1	.9	4.1	2.8	10.0
120.	2.9	2.9	5.5	7.3	4.8	2.9	2.0	1.8	1.1	.8	1.8	.7	3.3	.0	2.4	1.1	.9	3.8	2.2	9.7
125.	2.3	2.8	4.5	7.3	4.3	3.3	2.0	1.8	1.1	.8	1.9	.8	3.7	.0	2.6	1.1	.8	3.7	2.0	9.4
130.	2.2	2.6	4.5	7.3	4.1	3.4	2.3	1.8	.7	.8	2.1	.9	3.7	.0	2.6	.6	.8	3.5	2.0	9.4
135.	1.7	2.4	4.3	6.9	3.9	3.2	2.4	1.7	.3	.3	2.1	1.0	3.9	.0	1.9	.2	.4	3.6	1.8	9.3
140.	1.2	1.7	4.0	6.7	3.4	3.2	2.6	1.8	.2	.0	1.6	1.1	4.0	.0	1.5	.2	.0	2.6	1.4	9.4
145.	1.6	1.6	3.7	6.3	3.4	3.1	3.5	2.2	.3	.0	1.5	1.0	4.1	.0	1.5	.2	.0	2.3	1.1	8.3
150.	1.2	1.7	3.3	5.4	3.7	3.0	3.6	2.4	.3	.0	1.4	1.0	3.9	.3	1.3	.2	.0	2.3	.7	7.4
155.	1.2	1.2	2.8	4.4	4.2	2.7	3.4	2.8	.2	.1	1.3	1.2	3.4	.7	1.2	.2	.0	2.3	.4	6.3
160.	1.1	1.2	2.5	3.3	4.3	3.4	3.5	3.5	.2	.2	1.6	1.4	2.6	1.1	1.1	.0	.1	2.3	.0	5.0
165.	.9	1.2	2.3	2.8	4.7	3.3	3.0	3.6	.1	.2	1.9	1.5	2.0	1.6	1.2	.0	.2	2.3	.0	3.9
170.	.8	1.3	2.3	2.3	5.2	3.7	2.9	3.7	.1	.3	2.1	2.2	1.2	2.1	1.3	.0	.2	2.2	.0	3.4
175.	.9	1.3	2.0	1.9	5.5	3.8	2.9	3.5	.0	.3	2.3	2.4	.9	2.4	1.3	.0	.2	2.2	.0	3.1
180.	1.0	1.3	1.9	2.1	5.4	4.1	2.5	3.0	.0	.3	2.6	2.5	.5	2.7	1.3	.0	.3	2.2	.0	2.7
185.	1.0	1.0	1.9	2.1	5.4	4.3	2.2	3.0	.0	.3	2.5	2.9	.4	2.7	1.3	.0	.3	1.9	.0	2.7
190.	1.0	1.0	1.8	2.2	5.2	4.8	2.5	2.9	.0	.4	2.5	3.1	.3	2.8	1.2	.0	.3	1.8	.0	2.7
195.	1.1	1.0	1.6	2.6	5.1	5.3	2.7	2.8	.0	.4	2.3	3.0	.4	2.8	1.2	.0	.3	1.6	.0	2.5

200.	1.1	1.1	1.6	2.5	4.8	5.2	2.9	2.9	.0	.3	2.3	3.0	.7	2.7	1.2	.0	.3	1.6	.0	2.7
205.	1.1	1.0	1.5	2.4	4.8	5.3	2.9	3.4	.0	.3	2.2	3.0	1.0	2.5	1.3	.0	.3	1.4	.0	2.9

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
210.	1.1	1.3	1.4	2.5	4.5	5.1	2.8	3.3	.0	.3	2.2	2.7	1.1	2.8	1.3	.0	.2	1.4	.0	3.1
215.	1.0	1.3	1.3	2.6	4.5	5.1	2.8	3.6	.0	.3	2.2	2.7	1.1	3.1	1.4	.0	.3	1.3	.0	3.1
220.	.9	1.1	1.5	2.4	4.3	5.2	2.6	3.5	.0	.3	2.1	2.7	1.1	3.2	1.3	.0	.3	1.2	.0	3.0
225.	.9	1.1	1.6	2.3	4.4	5.5	2.6	3.6	.0	.4	2.1	2.6	1.1	3.1	1.3	.0	.3	1.4	.0	2.9
230.	.9	1.1	1.6	2.2	4.5	5.6	2.6	3.4	.0	.4	2.1	2.6	1.1	3.0	1.5	.0	.3	1.5	.0	3.0
235.	.9	1.1	1.4	2.2	4.2	5.6	2.8	3.5	.0	.4	2.1	2.6	1.1	3.1	1.5	.0	.3	1.7	.0	2.8
240.	1.0	1.1	1.4	2.3	4.8	5.5	3.4	3.4	.0	.4	2.1	2.6	1.1	3.0	1.5	.0	.3	1.8	.1	2.7
245.	1.0	1.1	1.7	2.3	4.6	5.4	3.3	3.5	.0	.4	2.1	2.6	1.1	2.9	1.6	.1	.4	1.8	.1	2.8
250.	.9	1.2	1.9	2.0	4.4	5.8	3.1	3.6	.0	.4	2.1	2.6	1.0	2.8	1.5	.1	.4	1.7	.1	2.7
255.	.9	1.1	1.6	2.2	4.1	5.8	3.1	3.7	.0	.4	2.2	2.6	.9	2.6	1.5	.1	.5	1.6	.2	2.8
260.	.6	1.0	1.3	2.1	4.1	5.1	3.2	3.5	.1	.5	2.5	2.9	1.1	2.7	1.3	.3	.7	1.5	.4	3.1
265.	.4	.6	.9	1.6	3.5	4.5	2.3	3.1	.2	.6	2.6	3.1	1.6	2.9	1.3	.6	.8	1.3	.8	2.3
270.	.3	.6	.5	1.4	3.0	4.6	2.5	3.0	.3	.7	3.5	3.5	2.0	3.2	.8	.9	1.4	.9	1.4	2.1
275.	.2	.4	.3	1.0	2.5	4.5	2.1	2.5	.6	1.0	4.1	3.8	2.6	3.8	.6	1.3	1.5	.8	2.0	1.4
280.	.0	.4	.0	.7	2.4	4.5	1.8	2.4	.8	1.2	4.6	5.3	3.3	3.9	.4	1.5	1.7	.6	2.6	1.0
285.	.0	.3	.0	.9	2.5	4.5	1.5	2.1	1.0	1.5	5.1	5.4	3.2	4.0	.2	1.6	1.9	.4	2.8	.7
290.	.0	.3	.0	.9	2.8	4.6	1.5	2.2	1.1	1.6	5.5	5.4	3.6	4.4	.1	1.7	1.8	.4	2.9	.8
295.	.0	.3	.0	.9	2.9	5.0	1.5	2.1	1.2	1.5	6.2	5.4	3.9	3.8	.1	1.9	1.7	.3	3.1	.7
300.	.0	.3	.0	.9	3.0	5.0	1.5	1.9	1.2	1.1	5.8	5.7	3.9	3.8	.1	1.8	1.7	.2	3.2	.7
305.	.0	.3	.0	.9	3.1	5.2	1.3	1.4	1.2	1.0	5.9	5.7	3.8	3.6	.0	1.7	1.7	.2	3.4	.7
310.	.0	.3	.0	.9	3.1	4.9	.5	1.0	1.2	1.2	5.9	6.1	3.7	2.8	.0	1.7	1.6	.2	3.4	.7
315.	.0	.3	.0	.9	3.1	4.6	.2	.9	1.2	1.6	5.9	5.8	2.8	1.9	.0	1.7	1.7	.1	3.4	.8
320.	.0	.3	.0	1.1	2.8	4.4	.1	.9	1.1	1.4	5.8	5.7	2.0	1.4	.0	1.6	1.6	.1	3.1	1.0
325.	.0	.3	.1	1.2	2.6	3.6	.2	.9	.9	1.4	5.8	5.7	1.9	1.6	.0	1.4	1.5	.1	3.2	1.5
330.	.1	.2	.1	1.7	2.4	3.0	.3	.8	.8	1.1	5.7	4.7	1.9	1.7	.0	1.4	1.6	.0	3.3	2.4
335.	.1	.2	.3	2.2	2.3	2.0	.5	.8	1.0	1.0	5.4	4.3	1.9	1.8	.0	1.3	1.8	.0	3.7	3.3
340.	.2	.1	.5	2.9	2.2	1.3	.7	.6	.9	1.2	5.2	3.7	1.9	1.8	.0	1.3	2.0	.0	4.1	4.3
345.	.2	.1	.9	3.5	2.5	1.0	.8	.5	.9	1.5	4.9	3.2	2.0	1.6	.1	1.4	2.0	.0	4.5	5.2
350.	.3	.0	1.4	4.2	2.8	.4	.9	.3	1.1	1.5	4.4	3.0	2.0	1.5	.1	1.3	2.0	.0	4.6	5.6
355.	.3	.0	1.7	4.3	2.9	.1	.9	.1	1.2	1.7	4.3	2.6	1.8	1.5	.2	1.2	2.1	.1	5.0	6.0
MAX	3.5	3.7	5.8	7.3	5.5	5.8	3.6	3.7	3.6	3.6	6.2	6.1	4.1	4.4	4.5	4.1	4.3	4.4	5.7	10.0
DEGR.	110	100	115	120	175	250	150	170	80	80	295	310	145	290	95	70	80	95	55	115

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

MODEL RESULTS

REMARKS : In search of the angle corresponding to

the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	8.1	4.7	2.2	.0	2.7	2.6	.7	.0	.0	.3	.1	.3	2.6	1.5	.9	1.5	2.2	4.3	2.9	.0
5.	8.2	4.4	2.3	.0	2.7	2.3	.7	.0	.0	.2	.1	.7	2.6	2.0	1.0	1.5	2.6	4.4	2.8	.0
10.	8.3	4.2	2.2	.0	2.7	2.3	.7	.0	.0	.3	.1	.9	2.6	1.9	1.6	1.5	2.6	4.4	2.8	.0
15.	8.0	4.0	2.1	.0	2.7	2.0	.7	.0	.0	.3	.4	.9	2.6	1.9	1.9	1.6	2.7	4.2	2.8	.0
20.	7.9	3.5	2.2	.0	2.7	2.1	.6	.0	.1	.4	.8	.9	2.6	1.8	2.3	2.1	2.6	4.2	2.6	.0
25.	7.8	3.1	2.2	.0	2.7	1.9	.6	.0	.5	.9	.9	.9	2.8	2.1	2.3	2.3	2.6	4.2	2.6	.0
30.	7.7	2.9	2.2	.0	2.7	1.8	.6	.0	.8	1.1	.9	1.0	2.6	2.0	2.6	2.4	2.5	4.3	2.5	.0
35.	7.8	3.1	2.1	.0	2.7	1.8	.5	.0	.8	1.1	.9	1.0	2.7	2.0	2.4	2.4	2.5	4.4	2.4	.0
40.	7.5	3.3	2.1	.0	2.8	1.9	.5	.0	.8	1.1	.9	1.0	3.1	2.1	2.2	2.4	2.7	4.3	2.4	.0
45.	7.5	3.3	2.1	.0	2.7	2.0	.5	.0	.8	1.1	1.0	1.0	3.5	2.3	2.5	2.6	3.1	4.1	2.2	.0
50.	7.7	3.5	2.0	.0	2.8	2.0	.5	.0	.9	1.2	1.0	1.0	3.5	2.4	2.9	2.5	3.0	4.1	2.2	.0
55.	7.7	3.5	2.1	.0	3.0	2.2	.5	.0	1.0	1.2	1.0	1.3	3.5	2.5	2.7	2.6	3.0	4.1	2.2	.0
60.	8.0	3.4	2.1	.0	2.9	2.3	.5	.1	1.0	1.2	1.0	1.6	3.7	2.6	2.9	2.9	3.0	4.2	2.3	.0
65.	8.4	3.2	2.1	.1	2.6	2.5	.5	.1	1.0	1.2	1.0	1.6	3.9	2.5	2.8	3.6	3.0	4.2	2.3	.0
70.	8.3	3.2	1.9	.1	2.7	2.7	.5	.1	1.2	1.3	1.3	1.5	4.5	2.7	2.4	3.7	3.0	4.2	2.3	.0
75.	8.3	3.1	2.0	.3	2.7	2.6	.7	.5	1.6	1.4	1.3	1.8	4.1	2.5	2.8	3.7	3.0	4.1	2.3	.0
80.	7.7	2.7	2.4	.4	2.9	2.6	.9	.8	1.8	1.4	1.3	2.2	4.3	2.0	2.3	3.6	3.0	4.1	2.4	.0
85.	7.8	2.2	2.6	1.2	2.1	2.4	1.4	1.3	2.0	1.8	1.6	2.7	3.9	1.6	2.0	3.2	3.1	4.3	2.5	.1
90.	7.5	2.1	3.3	2.0	2.0	2.3	1.8	1.7	2.8	1.5	1.5	2.9	2.9	1.3	1.6	2.6	3.4	4.7	2.5	.1
95.	7.4	1.6	3.8	2.6	1.3	2.2	2.0	2.2	3.9	1.7	1.5	4.2	2.3	1.2	1.5	2.2	3.2	5.0	3.1	.4
100.	6.8	1.4	3.9	3.1	.9	2.2	2.5	2.7	3.3	2.5	2.1	4.5	2.2	1.2	1.2	1.7	3.6	5.5	3.4	.9
105.	6.4	1.3	4.3	3.9	.7	1.9	2.6	2.9	3.3	2.6	2.7	4.5	1.7	.9	1.2	1.5	4.1	4.9	3.5	1.2
110.	6.2	1.4	4.2	3.9	.9	2.3	2.5	3.0	2.9	2.5	2.2	4.4	1.4	.9	1.1	1.0	4.8	5.7	4.4	1.5
115.	6.2	1.5	4.2	3.9	.8	2.4	2.5	2.8	2.9	2.3	2.4	4.3	1.1	.8	1.1	1.0	5.0	5.9	4.4	1.7
120.	6.4	1.5	4.3	4.5	.9	2.7	2.6	2.8	2.4	2.3	2.2	4.2	.9	.8	1.1	1.0	5.0	6.6	4.5	1.9
125.	6.2	1.6	4.2	4.7	.8	2.8	2.8	2.6	2.4	2.2	2.2	3.6	.8	.8	1.1	.9	4.9	7.0	4.4	2.1
130.	5.7	1.4	4.1	4.7	.6	3.0	2.7	2.6	2.3	1.7	2.4	3.6	.8	.7	.4	.1	4.2	6.9	4.6	2.1
135.	5.9	1.1	4.2	4.2	.7	3.1	3.0	2.5	1.5	1.6	2.1	3.4	.8	.1	.2	.1	4.2	6.7	4.6	2.0
140.	5.7	1.1	4.0	4.1	.8	3.1	3.6	2.4	1.5	.9	1.5	3.1	.3	.0	.3	.0	4.0	6.4	3.8	2.1
145.	5.0	1.0	4.1	4.1	.6	3.1	3.8	2.3	1.3	1.2	1.1	2.4	.0	.0	.3	.0	3.3	5.8	3.4	2.3
150.	4.1	1.2	4.6	3.6	.6	2.9	4.0	2.6	1.3	1.2	1.0	2.2	.0	.0	.3	.0	2.7	5.2	3.6	2.1
155.	3.1	1.6	5.4	3.5	.6	2.4	4.1	3.0	1.3	.8	.9	2.2	.0	.1	.2	.0	2.1	3.8	4.0	2.5
160.	2.1	2.3	5.7	3.8	.7	1.9	4.0	3.6	1.2	.8	.8	2.2	.0	.1	.2	.0	1.7	3.0	3.9	2.6
165.	1.1	3.0	6.4	4.0	1.1	1.3	3.6	3.8	1.2	.6	.8	2.3	.0	.1	.1	.0	1.5	2.5	4.2	3.2
170.	.7	3.5	7.0	4.5	1.5	.8	3.1	4.3	1.3	.6	.9	2.3	.0	.2	.1	.0	1.5	2.1	4.5	3.5
175.	.4	4.0	7.2	4.7	1.9	.5	3.1	4.5	1.3	.5	1.0	2.4	.0	.3	.0	.0	1.5	2.0	4.7	3.8
180.	.3	4.1	7.2	4.8	1.9	.4	2.7	4.3	1.3	.6	.9	2.4	.1	.3	.0	.0	1.3	1.8	4.5	4.6
185.	.3	4.1	7.1	4.7	2.2	.3	2.5	3.9	1.3	.6	.8	2.4	.1	.3	.0	.0	1.2	1.9	4.6	5.5
190.	.3	3.9	6.8	4.8	2.5	.3	2.9	4.2	1.2	.6	.7	2.4	.1	.3	.0	.0	1.2	1.8	4.2	5.6
195.	.3	3.9	6.7	4.9	2.6	.6	3.1	3.9	1.0	.5	.7	2.4	.1	.3	.0	.0	1.1	2.0	3.8	5.7

200.	*	.3	3.6	6.4	4.8	2.4	.8	3.4	3.8	1.0	.6	.8	2.4	.1	.3	.0	.0	1.1	2.1	3.5	5.6
205.	*	.3	3.4	6.1	4.8	2.3	1.1	3.4	3.5	1.1	.6	.8	2.3	.1	.3	.0	.0	.8	2.1	3.7	5.6

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)																			
	* REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	* .3	3.2	5.9	4.7	2.3	1.1	3.4	3.7	1.2	.6	.9	2.3	.1	.3	.0	.0	.9	2.0	3.8	5.6
215.	* .4	3.2	5.9	4.7	2.3	1.1	3.4	3.5	1.3	.6	.9	2.3	.2	.3	.0	.0	1.1	1.9	3.7	5.7
220.	* .4	3.2	5.9	4.9	2.2	1.1	3.3	3.5	1.3	.6	.8	2.2	.2	.3	.0	.0	1.1	1.8	3.7	5.7
225.	* .4	3.2	5.7	4.7	2.2	1.1	3.2	3.6	1.3	.7	.9	2.5	.2	.3	.0	.0	.9	1.8	3.9	5.3
230.	* .5	3.2	5.7	5.0	2.2	1.1	3.3	3.6	1.5	.7	.9	2.3	.2	.3	.0	.0	.8	1.8	3.9	5.1
235.	* .5	3.2	5.8	5.0	2.1	1.1	3.4	3.6	1.5	.6	.9	2.2	.2	.3	.0	.0	.8	1.7	3.7	5.4
240.	* .6	3.2	6.4	5.1	2.1	1.1	3.8	3.9	1.5	.6	.9	2.0	.3	.3	.0	.0	1.0	1.7	3.4	5.5
245.	* .7	3.2	6.4	5.0	2.1	1.0	4.2	4.1	1.6	.5	.8	2.0	.3	.3	.0	.1	.9	1.6	3.6	5.4
250.	* .9	3.2	6.5	5.0	2.2	.9	4.3	4.2	1.5	.3	.7	1.9	.3	.3	.0	.1	.9	1.6	3.6	5.2
255.	* 1.0	3.3	6.1	5.3	2.7	1.2	3.9	4.0	1.5	.3	.5	1.8	.4	.3	.0	.2	.7	1.7	3.1	4.5
260.	* 1.5	3.7	6.1	5.2	2.8	1.7	3.8	3.9	1.3	.2	.5	1.7	.5	.3	.0	.3	.4	1.1	2.7	4.4
265.	* 1.8	4.0	5.5	4.4	3.4	2.4	3.3	3.8	1.2	.0	.3	1.4	.8	.3	.0	.5	.3	1.0	2.5	4.3
270.	* 2.5	4.7	4.9	3.7	3.9	3.0	3.1	3.3	.8	.0	.2	1.2	1.2	.3	.0	.9	.0	.7	2.6	4.3
275.	* 3.4	5.2	4.2	3.7	5.2	4.1	2.7	3.0	.6	.0	.2	.8	1.4	.5	.1	1.1	.0	.8	2.4	4.3
280.	* 3.9	6.3	3.8	3.6	5.4	4.4	2.1	2.5	.4	.0	.2	.5	1.5	.7	.3	1.3	.0	.8	2.5	4.4
285.	* 3.7	6.5	3.7	3.7	5.5	4.5	1.9	2.2	.2	.0	.3	.3	1.6	.8	.5	1.4	.0	.8	2.5	4.4
290.	* 3.8	6.8	3.9	3.7	5.5	4.8	1.6	1.8	.1	.0	.3	.1	1.8	.8	.5	1.6	.0	.9	2.5	4.6
295.	* 3.6	7.8	4.1	3.9	5.7	4.8	1.6	1.6	.1	.0	.3	.1	1.9	.8	.5	1.7	.0	.9	2.6	4.7
300.	* 3.4	7.5	4.2	4.1	5.6	4.6	1.6	1.6	.1	.0	.3	.1	1.8	.8	.7	1.6	.0	.9	2.8	4.8
305.	* 3.3	7.4	4.3	4.0	5.8	4.3	1.4	.8	.1	.0	.3	.1	2.0	.9	.8	1.6	.0	.8	3.0	4.6
310.	* 3.3	7.7	4.3	3.7	5.9	4.3	.7	.5	.0	.0	.3	.0	2.0	1.0	.7	1.7	.0	.8	2.8	4.5
315.	* 3.6	7.9	4.3	3.4	5.9	3.6	.1	.4	.0	.0	.3	.0	2.1	1.0	.7	1.8	.0	.8	2.9	4.2
320.	* 3.7	7.5	4.1	3.2	5.2	2.8	.0	.4	.0	.0	.2	.0	2.1	1.0	.7	1.7	.1	1.0	2.5	3.7
325.	* 4.0	7.0	3.5	2.4	5.2	2.6	.1	.3	.0	.0	.2	.0	2.0	1.1	.6	1.6	.2	1.1	2.2	3.1
330.	* 4.7	6.7	2.9	1.8	4.6	2.6	.2	.3	.0	.1	.2	.0	2.0	.8	.6	1.6	.3	1.3	2.3	2.3
335.	* 5.7	6.3	2.7	1.1	4.3	2.7	.4	.3	.0	.1	.2	.0	2.0	.8	.6	1.5	.5	2.1	2.2	1.8
340.	* 6.8	5.8	2.1	.7	3.6	2.7	.4	.2	.0	.1	.1	.0	2.0	.9	.6	1.5	.8	2.7	2.1	1.1
345.	* 7.4	5.4	2.0	.3	3.4	2.8	.6	.0	.0	.2	.1	.0	2.0	.8	.7	1.5	1.2	3.6	2.4	.7
350.	* 8.1	5.3	2.2	.0	3.1	2.8	.7	.0	.0	.3	.0	.1	2.1	1.1	1.1	1.5	1.7	4.1	2.6	.3
355.	* 8.4	5.0	2.2	.0	2.7	2.7	.7	.0	.0	.3	.0	.1	2.3	1.3	.9	1.5	2.0	4.2	2.8	.0
MAX	* 8.4	7.9	7.2	5.3	5.9	4.8	4.3	4.5	3.9	2.6	2.7	4.5	4.5	2.7	2.9	3.7	5.0	7.0	4.7	5.7
DEGR.	* 355	315	180	255	310	290	250	175	95	105	105	105	70	70	50	70	120	125	175	195

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51	REC52
0.	.0	2.6	2.0	3.3	.3	.9	.1	.0	1.9	1.0	2.4	2.8
5.	.0	2.6	2.0	2.9	.3	.8	.1	.0	1.9	1.0	2.9	2.8
10.	.0	2.6	1.9	3.0	.3	.8	.0	.0	1.9	1.0	2.8	2.7
15.	.0	2.5	1.9	3.1	.3	.7	.0	.0	1.9	1.0	2.9	2.7
20.	.0	2.6	1.7	3.1	.3	.7	.0	.0	1.9	1.0	3.3	2.8
25.	.1	2.7	1.6	3.0	.3	.7	.0	.0	1.9	.9	3.4	2.7
30.	.2	2.5	1.5	2.9	.3	.7	.0	.0	1.9	1.0	3.6	2.7
35.	.2	2.6	1.4	2.8	.3	.6	.0	.0	1.9	1.0	3.6	2.7
40.	.2	2.7	1.5	2.8	.3	.6	.0	.0	1.9	1.1	3.7	2.7
45.	.2	2.4	1.4	2.7	.3	.6	.0	.0	2.1	1.1	3.8	2.7
50.	.2	2.4	1.4	2.5	.3	.6	.0	.0	2.2	1.1	3.8	2.6
55.	.1	2.3	1.3	2.5	.3	.6	.0	.1	2.2	1.1	3.8	2.9
60.	.1	2.3	1.1	2.4	.3	.6	.0	.1	2.3	1.0	3.8	2.9
65.	.2	2.4	1.1	2.3	.4	.6	.0	.1	2.2	.8	3.9	2.7
70.	.2	2.6	1.1	2.1	.4	.6	.0	.1	2.1	.6	3.6	2.6
75.	.3	2.7	1.1	2.0	.6	.6	.0	.5	2.2	.5	3.4	2.6
80.	.5	2.6	1.2	2.1	.8	.6	.0	.7	1.7	.3	3.3	2.7
85.	1.0	2.1	.9	1.9	1.4	.6	.0	1.3	1.4	.1	3.0	2.3
90.	1.9	1.8	.7	1.6	1.7	.7	.1	1.8	1.1	.0	3.0	2.0
95.	2.1	1.5	.6	1.6	2.0	.9	.3	2.1	.6	.0	3.0	1.7
100.	2.5	1.3	.5	1.6	2.2	1.2	.6	2.6	.5	.0	3.1	1.5
105.	3.3	.9	.5	1.8	2.3	1.4	.8	2.9	.2	.0	3.1	1.5
110.	3.5	.9	.7	1.9	2.5	1.7	1.0	2.9	.1	.0	3.2	1.5
115.	3.7	1.1	.7	2.1	2.7	1.8	1.1	2.8	.1	.0	3.4	1.6
120.	4.0	1.2	.9	2.1	2.9	1.8	1.1	2.8	.1	.0	3.5	1.7
125.	4.2	1.1	.9	2.2	3.0	1.7	1.1	2.7	.0	.0	3.8	1.7
130.	4.4	1.0	1.1	2.1	3.6	1.6	1.1	2.6	.0	.0	3.8	1.8
135.	4.3	.8	1.4	1.7	3.5	2.1	1.1	2.5	.0	.0	3.9	1.8
140.	4.0	.7	1.2	1.5	3.9	2.0	1.3	2.5	.0	.2	4.0	1.8
145.	3.9	.7	1.4	1.2	3.9	2.6	1.8	2.3	.0	.5	4.1	1.6
150.	3.9	.5	1.4	.9	3.8	2.7	2.1	2.3	.0	1.0	3.6	1.4
155.	3.6	.4	1.3	1.1	3.5	2.8	2.4	2.3	.2	1.8	3.4	1.1
160.	3.5	.5	1.5	1.1	3.2	2.4	2.6	2.8	.6	2.4	2.6	.7
165.	3.6	.5	1.7	1.8	2.9	2.4	2.9	3.0	1.0	3.1	1.9	.6
170.	3.8	.8	1.8	1.8	2.7	2.0	2.9	3.5	1.4	3.6	1.1	.4
175.	4.1	.9	2.4	2.3	2.6	2.0	2.7	3.7	1.6	3.9	.9	.3
180.	4.6	1.4	2.5	2.6	2.5	1.7	2.4	3.8	1.8	4.0	.5	.3
185.	4.9	1.6	2.6	2.5	2.7	1.5	2.2	4.0	1.9	4.0	.4	.3
190.	4.9	1.5	2.9	2.5	2.9	1.7	2.2	4.0	1.8	4.1	.3	.7

195.	*	4.7	1.5	3.0	2.4	3.2	1.9	2.4	4.1	2.0	4.0	.3	.9
200.	*	4.7	1.6	2.9	2.3	3.2	2.0	2.9	4.0	2.1	3.8	.5	1.1
205.	*	4.7	1.8	3.0	2.2	3.2	2.0	3.1	4.0	2.1	3.7	.7	1.1

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) *	REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51	REC52
210.	*	4.8	1.8	2.8	2.2	3.2	2.0	3.0	4.3	2.4	3.8	1.1	1.1
215.	*	4.9	1.8	2.6	2.2	3.1	1.9	3.0	4.5	2.6	4.1	1.1	1.1
220.	*	4.8	1.5	2.7	2.2	3.0	2.0	2.6	4.2	2.7	4.3	1.1	1.1
225.	*	5.1	1.5	2.7	2.2	3.2	2.3	2.7	4.3	2.6	4.2	1.1	1.1
230.	*	5.3	1.6	2.5	2.2	3.9	2.2	2.7	4.4	2.6	4.0	1.1	1.1
235.	*	5.6	1.6	2.5	2.2	4.1	2.2	2.8	3.9	2.7	4.0	1.1	1.1
240.	*	5.8	1.7	2.5	2.2	4.0	2.4	3.0	4.0	2.5	4.0	1.1	1.1
245.	*	5.6	1.7	2.6	2.2	4.3	2.3	3.1	4.2	2.4	4.0	1.1	.9
250.	*	4.8	1.8	2.6	2.2	4.6	2.3	2.8	4.1	2.1	4.0	1.1	1.0
255.	*	5.2	2.2	2.6	2.2	4.2	2.3	2.7	4.4	2.5	4.0	1.1	1.5
260.	*	5.1	2.5	2.6	2.2	4.2	2.2	2.0	4.2	3.0	3.8	1.1	1.7
265.	*	4.3	3.0	2.8	2.2	3.8	2.0	2.6	3.6	3.2	3.9	1.2	2.3
270.	*	3.3	3.3	3.0	2.6	3.6	1.9	2.3	3.2	3.5	4.0	1.1	2.9
275.	*	3.1	4.5	3.0	2.6	2.9	1.6	2.2	3.1	4.1	4.3	1.4	4.3
280.	*	2.9	4.8	3.0	3.1	2.2	1.5	2.1	2.5	3.8	4.7	2.2	4.2
285.	*	2.7	4.9	3.7	3.3	1.9	1.5	2.1	2.2	4.4	4.8	2.2	4.1
290.	*	2.7	5.6	4.7	3.9	1.7	1.5	2.2	1.6	4.0	5.2	2.1	4.9
295.	*	2.7	5.3	4.9	4.1	1.6	1.5	2.0	1.6	3.9	5.5	2.5	4.9
300.	*	2.5	5.4	4.9	4.1	1.6	1.4	1.8	1.4	3.7	5.5	2.9	4.7
305.	*	2.5	5.3	5.1	5.0	1.5	.7	1.2	.9	3.4	5.0	2.9	4.4
310.	*	2.4	5.2	5.4	4.8	1.4	.3	.9	.3	2.6	4.4	3.2	4.2
315.	*	2.1	5.4	5.5	4.9	.6	.1	.9	.3	2.0	3.6	2.5	3.9
320.	*	1.6	5.1	5.1	5.0	.1	.1	.9	.3	2.0	2.7	1.6	3.1
325.	*	1.2	4.6	4.8	4.9	.0	.1	.9	.3	2.1	2.3	1.4	2.5
330.	*	.7	4.0	4.5	4.7	.0	.3	.8	.1	2.1	1.8	1.6	2.4
335.	*	.4	3.5	4.0	4.9	.0	.5	.7	.0	2.0	1.7	1.9	2.4
340.	*	.0	3.0	3.3	4.5	.0	.6	.6	.0	1.8	1.3	1.9	2.4
345.	*	.0	2.7	2.9	4.2	.2	.7	.5	.0	1.8	1.5	1.7	2.6
350.	*	.0	2.7	2.8	3.5	.3	.9	.3	.0	1.9	1.2	1.9	2.7
355.	*	.0	2.7	2.2	3.5	.3	.9	.1	.0	1.9	1.1	2.4	2.8
MAX	*	5.8	5.6	5.5	5.0	4.6	2.8	3.1	4.5	4.4	5.5	4.1	4.9
DEGR.	*	240	290	315	305	250	155	205	215	285	295	145	290

THE HIGHEST CONCENTRATION IS 10.00 AT 115 DEGREES FROM REC20.

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

DATE: 02/02/2005 TIME: 21:39
RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR
* CO/LINK (PPM)
* ANGLE (DEGREES)

LINK #	REC1 110	REC2 100	REC3 115	REC4 120	REC5 175	REC6 250	REC7 150	REC8 170	REC9 80	REC10 80	REC11 295	REC12 310	REC13 145	REC14 290	REC15 95	REC16 70	REC17 80	REC18 95	REC19 55	REC20 115
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.1
6	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.1
7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.1
12	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
13	.2	.3	.4	.4	.3	.3	.1	.0	.3	.4	.5	.5	.0	.4	.2	.1	.4	.3	.6	.5
14	.2	.3	.4	.4	.3	.4	.1	.0	.3	.4	.5	.4	.0	.4	.2	.2	.4	.3	.5	.5
15	.0	.0	.1	.1	.1	.1	.0	.0	.0	.1	.3	.0	.0	.0	.0	.0	.1	.0	.1	.1
16	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.0	.1	.0	.1	.0	.0	.1	.0
17	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.1	.0	.1	.0	.0	.1	.0
18	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.1	.0	.1	.0	.1	.0	.0	.1	.0
19	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.1	.0	.1	.0	.0	.1	.0
21	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.1	.1	.0	.0	.3	.4	.0	.0	.0	.0	.5	.1	.0	.0	.0	.0	.0	.1
27	.0	.0	.1	.1	.0	.0	.3	.4	.0	.0	.0	.0	.6	.1	.0	.0	.0	.0	.0	.1
28	.0	.0	.1	.1	.0	.0	.3	.4	.0	.0	.0	.0	.8	.1	.0	.0	.0	.0	.0	.1
29	.1	.0	.1	.1	.0	.0	.3	.4	.0	.0	.0	.0	1.1	.1	.0	.0	.0	.0	.0	.1
30	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
31	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
33	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.2
38	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
39	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
40	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1	.0	.0

41	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
42	*	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0
43	*	.0	.1	.0	.0	.0	.0	.3	.3	.1	.1	.0	.0	.0	.4	.1	.0	.1	.1	.0	.0
44	*	.4	.4	.4	.4	.3	.5	.0	.0	.4	.4	.4	.4	.0	.2	.5	.6	.5	.5	.5	.5
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

* CO/LINK (PPM)

* ANGLE (DEGREES)

LINK #	*	REC1 110	REC2 100	REC3 115	REC4 120	REC5 175	REC6 250	REC7 150	REC8 170	REC9 80	REC10 80	REC11 295	REC12 310	REC13 145	REC14 290	REC15 95	REC16 70	REC17 80	REC18 95	REC19 55	REC20 115
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
47	*	.1	.1	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.1	.0	.2	.1	.4	.0
48	*	.1	.1	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.1	.1	.2	.1	.3	.0
49	*	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.1
50	*	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.1
51	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
52	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
53	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0
54	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0
55	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
57	*	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0
58	*	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.3	.1	.0	.0	.0	.0	.0	.0
59	*	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.3	.1	.0	.0	.0	.0	.0	.0
60	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
61	*	.0	.0	.0	.0	.0	.0	.1	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62	*	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
63	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
65	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
66	*	.0	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.3
67	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.2
68	*	.0	.0	.1	.2	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.1	.4
69	*	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0	.2	.0	.0
70	*	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.1	.0	.0
71	*	.3	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.0	.5	.0	.0
72	*	.1	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.3	.4	.0	.0	.0
73	*	.1	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.3	.2	.0	.0	.0
74	*	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
75	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
76	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
77	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
79	*	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
80	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.1

81	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0
82	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0
83	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
84	*	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85	*	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
86	*	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
87	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
88	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
89	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
90	*	.0	.0	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1
91	*	.0	.0	.0	.1	.2	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1
92	*	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1
93	*	.1	.1	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.0
94	*	.1	.1	.1	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.1	.1	.0	.0
95	*	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.1	.0	.0
96	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
97	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
98	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

* CO/LINK (PPM)

* ANGLE (DEGREES)

LINK #	*	REC1 110	REC2 100	REC3 115	REC4 120	REC5 175	REC6 250	REC7 150	REC8 170	REC9 80	REC10 80	REC11 295	REC12 310	REC13 145	REC14 290	REC15 95	REC16 70	REC17 80	REC18 95	REC19 55	REC20 115
99	*	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
100	*	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
101	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
102	*	.1	.1	.2	.2	.8	.1	.0	.0	.0	.1	.3	.0	.0	.0	.1	.0	.1	.1	.0	.2
103	*	.1	.1	.2	.2	.5	.1	.0	.0	.1	.1	.2	.0	.0	.0	.1	.0	.1	.1	.0	.2
104	*	.1	.1	.2	.2	.4	.1	.0	.0	.1	.1	.2	.0	.0	.0	.1	.0	.1	.1	.0	.2
105	*	.1	.1	.2	.2	.4	.1	.0	.0	.1	.1	.2	.0	.0	.0	.1	.0	.1	.1	.0	.2
106	*	.0	.1	.0	.1	.0	.2	.0	.0	.1	.1	.2	.3	.0	.1	.1	.1	.1	.1	.2	.1
107	*	.0	.1	.0	.1	.0	.1	.0	.0	.1	.1	.2	.3	.0	.1	.1	.1	.1	.1	.2	.1
108	*	.0	.1	.1	.1	.0	.1	.0	.0	.1	.1	.2	.3	.0	.1	.1	.1	.1	.1	.2	.1
109	*	.0	.1	.1	.1	.0	.1	.0	.0	.1	.1	.2	.3	.0	.1	.1	.1	.1	.1	.2	.1
110	*	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
111	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
112	*	.0	.1	.1	.8	.0	.1	.0	.0	.1	.1	.2	.2	.0	.1	.1	.1	.1	.1	.1	1.0
113	*	.0	.1	.1	.5	.0	.1	.0	.0	.1	.1	.2	.2	.0	.1	.1	.1	.1	.1	.2	.7
114	*	.0	.1	.1	.3	.0	.1	.0	.0	.1	.1	.2	.2	.0	.1	.1	.1	.1	.1	.2	.5
115	*	.0	.1	.1	.2	.0	.1	.0	.0	.1	.1	.2	.2	.0	.1	.1	.1	.1	.1	.2	.3
116	*	.1	.1	.2	.4	.2	.1	.0	.0	.1	.1	.1	.0	.0	.0	.1	.0	.1	.1	.1	.4
117	*	.1	.1	.2	.3	.2	.1	.0	.0	.1	.1	.1	.0	.0	.0	.1	.0	.1	.1	.1	.4
118	*	.1	.1	.2	.3	.2	.1	.0	.0	.1	.1	.1	.0	.0	.0	.1	.0	.1	.1	.0	.4
119	*	.1	.1	.2	.2	.3	.1	.0	.0	.0	.1	.1	.0	.0	.0	.1	.0	.1	.1	.0	.3

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003
DATE: 02/02/2005 TIME: 21:39
RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR
* CO/LINK (PPM)
* ANGLE (DEGREES)

LINK #	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
	355	315	180	255	310	290	250	175	95	105	105	105	70	70	50	70	120	125	175	195
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.4	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
6	.0	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
12	.0	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
13	.5	.5	.4	.4	.6	.7	.5	.0	.2	.2	.2	.4	.4	.3	.1	.1	.3	.3	.2	.2
14	.4	.4	.4	.5	.5	.6	.5	.0	.2	.2	.2	.4	.5	.3	.1	.1	.3	.3	.2	.2
15	.2	.3	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1	.0	.1	.0	.0	.1	.1	.1	.1
16	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.1
17	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.2
18	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.4
19	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.7
20	.1	.0	.0	.1	.2	.1	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
25	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
33	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
37	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
38	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

39	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
40	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.1	.0	.0	.0	.0
41	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
42	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
43	*	.0	.0	.0	.0	.1	.4	.5	.5	.1	.1	.1	.1	.0	.1	.0	.0	.0	.0	.0	.0
44	*	.4	.4	.4	.6	.5	.3	.3	.0	.4	.3	.3	.6	.6	.3	.3	.4	.3	.3	.3	.3
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

* CO/LINK (PPM)

* ANGLE (DEGREES)

LINK #	*	REC21 355	REC22 315	REC23 180	REC24 255	REC25 310	REC26 290	REC27 250	REC28 175	REC29 95	REC30 105	REC31 105	REC32 105	REC33 70	REC34 70	REC35 50	REC36 70	REC37 120	REC38 125	REC39 175	REC40 195
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
47	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1	.4	.1	.1	.0	.0	.0	.0	.0
48	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.1	.4	.1	.1	.0	.0	.0	.0	.0
49	*	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
50	*	.0	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
51	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
52	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
53	*	.0	.0	.0	.1	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
54	*	.0	.0	.0	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
55	*	.0	.0	.0	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
57	*	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
58	*	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
59	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
61	*	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62	*	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
63	*	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64	*	.0	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
65	*	.0	.0	.0	.3	.1	.1	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
66	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.1	.1	.0	.0
67	*	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
68	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.1	.1	.0	.0
69	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.2	.0	.0	.0	.1	.0	.0	.0	.0
70	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1	.0	.0	.1	.2	.0	.0	.0	.0
71	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0	.5	.0	.0	.0	.1	.0	.0	.0	.0
72	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.1	.1	.0	.0	.0	.0
73	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.0
74	*	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
75	*	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76	*	.0	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
77	*	.0	.0	.0	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

79	*	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
80	*	.0	.0	.0	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
81	*	.0	.0	.0	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
82	*	.0	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
83	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
84	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
86	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
87	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
88	*	.0	.0	.0	.0	.0	.1	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
89	*	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
90	*	.0	.1	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
91	*	.0	.1	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
92	*	.0	.1	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
93	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.0	.1	.1	.0	.0	.0	.0
94	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.2	.2	.0	.1	.1	.0	.0	.0	.0
95	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.0	.1	.1	.0	.0	.0	.0
96	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
97	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
98	*	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

* CO/LINK (PPM)
* ANGLE (DEGREES)

LINK #	*	REC21 355	REC22 315	REC23 180	REC24 255	REC25 310	REC26 290	REC27 250	REC28 175	REC29 95	REC30 105	REC31 105	REC32 105	REC33 70	REC34 70	REC35 50	REC36 70	REC37 120	REC38 125	REC39 175	REC40 195
99	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
100	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
101	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
102	*	.0	.3	1.2	.1	.0	.0	.1	.0	.1	.1	.1	.1	.0	.0	.0	.0	.2	.2	.7	.3
103	*	.0	.2	.9	.1	.0	.0	.1	.0	.1	.1	.1	.1	.0	.0	.0	.0	.2	.2	.5	.3
104	*	.0	.1	.6	.1	.0	.0	.1	.0	.1	.1	.1	.1	.0	.1	.0	.0	.2	.2	.4	.2
105	*	.0	.0	.4	.1	.0	.0	.1	.0	.1	.1	.1	.1	.0	.1	.0	.0	.2	.2	.4	.2
106	*	.3	1.0	.0	.1	.3	.1	.0	.0	.0	.0	.1	.0	.1	.1	.1	.1	.1	.1	.1	.0
107	*	.3	.8	.0	.1	.3	.1	.0	.0	.1	.0	.1	.0	.1	.1	.1	.1	.1	.1	.0	.0
108	*	.3	.6	.0	.1	.2	.1	.0	.0	.1	.0	.1	.0	.1	.1	.1	.1	.1	.1	.0	.0
109	*	.4	.4	.0	.1	.2	.1	.0	.0	.1	.0	.1	.0	.1	.1	.1	.1	.1	.2	.0	.0
110	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
111	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
112	*	1.5	.2	.0	.0	.2	.1	.0	.0	.1	.1	.1	.0	.1	.1	.1	.1	.2	1.0	.0	.0
113	*	1.2	.2	.0	.1	.2	.1	.0	.0	.0	.1	.1	.0	.1	.1	.1	.1	.2	.7	.0	.0
114	*	.9	.3	.0	.1	.2	.1	.0	.0	.0	.0	.1	.0	.1	.1	.1	.1	.1	.4	.0	.0
115	*	.6	.3	.0	.1	.2	.1	.0	.0	.0	.0	.1	.0	.1	.1	.1	.1	.1	.3	.0	.0
116	*	.1	.0	.2	.1	.0	.0	.1	.0	.1	.1	.1	.1	.0	.1	.0	.0	.1	.3	.2	.2
117	*	.0	.0	.2	.1	.0	.0	.1	.0	.1	.1	.1	.1	.0	.1	.0	.0	.1	.3	.2	.2
118	*	.0	.0	.3	.1	.0	.0	.1	.0	.1	.1	.1	.1	.0	.1	.0	.0	.1	.2	.2	.2

119 *	.0	.0	.3	.1	.0	.0	.1	.0	.1	.1	.1	.1	.0	.1	.0	.0	.1	.2	.3	.2	1

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

DATE: 02/02/2005 TIME: 21:39

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

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51	REC52
	240	290	315	305	250	155	205	215	285	295	145	290
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
6	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
8	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
12	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
13	.4	.7	.3	.3	.5	.1	.2	.0	.3	.3	.0	.7
14	.5	.6	.3	.3	.5	.1	.2	.0	.4	.3	.0	.6
15	.1	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.1
17	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.1
18	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.1
19	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
20	.0	.1	.1	.0	.0	.0	.0	.0	.1	.1	.0	.1
21	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.3	.0	.2	.0	.6	.5	.0
27	.0	.0	.0	.0	.0	.3	.0	.2	.0	.4	.6	.0
28	.0	.0	.0	.0	.0	.3	.0	.2	.0	.4	.8	.0
29	.0	.0	.0	.0	.0	.3	.0	.2	.0	.3	1.1	.0
30	.0	.0	.0	.0	.0	.1	.0	.0	.0	.4	.3	.0
31	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0
33	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0
34	.2	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
35	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
36	.4	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1

37	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
38	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
39	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
40	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
41	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
42	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
43	*	.2	.1	.0	.0	.4	.2	.3	.5	.5	.2	.0	.4
44	*	.6	.6	.3	.3	.5	.0	.0	.0	.2	.2	.0	.4
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	*	REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51	REC52
	*	240	290	315	305	250	155	205	215	285	295	145	290
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
47	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
48	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
49	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
50	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
51	*	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.0	.2
52	*	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.0	.1
53	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1
54	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1
55	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
57	*	.0	.0	.0	.0	.0	.1	.0	.1	.1	.3	.2	.0
58	*	.0	.0	.0	.0	.0	.1	.0	.1	.1	.2	.3	.0
59	*	.0	.0	.0	.0	.0	.1	.0	.1	.1	.2	.3	.0
60	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
61	*	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0
62	*	.0	.0	.0	.0	.0	.0	.0	.3	.1	.0	.0	.0
63	*	.3	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
64	*	.2	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
65	*	.4	.0	.0	.0	.5	.1	.1	.0	.1	.1	.0	.1
66	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
67	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
68	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
69	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
71	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
73	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
74	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
75	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76	*	.0	.3	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1

77	*	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
78	*	.0	.0	.0	.0	.0	.0	.0	.2	.5	.0	.0	.0
79	*	.0	.0	.0	.0	.0	.0	.0	.2	.3	.0	.0	.0
80	*	.1	.1	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0
81	*	.1	.1	.4	.0	.1	.0	.0	.0	.0	.0	.0	.0
82	*	.1	.1	.6	.0	.1	.0	.0	.0	.0	.0	.0	.0
83	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
84	*	.0	.0	.0	.0	.0	.1	.3	.0	.0	.0	.0	.0
85	*	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0
86	*	.0	.0	.0	.0	.0	.3	.2	.0	.0	.0	.0	.0
87	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
88	*	.0	.0	.0	.0	.2	.1	.1	.0	.1	.0	.0	.0
89	*	.0	.0	.0	.0	.1	.1	.1	.0	.1	.1	.0	.0
90	*	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
91	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
92	*	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
93	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
94	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
95	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
96	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
97	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
98	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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PAGE 21

JOB: I-25/Alameda Interchange Area RUN: Existing Conditions-2003

LINK #	*	CO/LINK (PPM) ANGLE (DEGREES) REC41 240	REC42 290	REC43 315	REC44 305	REC45 250	REC46 155	REC47 205	REC48 215	REC49 285	REC50 295	REC51 145	REC52 290
99	*	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
100	*	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
101	*	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
102	*	.2	.1	.0	.4	.1	.0	.1	.1	.0	.0	.0	.0
103	*	.2	.1	.0	.2	.1	.0	.1	.1	.0	.0	.0	.0
104	*	.2	.1	.0	.2	.1	.0	.1	.1	.0	.0	.0	.0
105	*	.2	.0	.0	.2	.1	.0	.1	.1	.0	.0	.0	.0
106	*	.0	.2	.3	.2	.0	.0	.0	.0	.1	.1	.0	.1
107	*	.0	.2	.3	.2	.0	.0	.0	.0	.1	.1	.0	.1
108	*	.0	.2	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
109	*	.0	.2	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
110	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
111	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
112	*	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
113	*	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
114	*	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
115	*	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
116	*	.1	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.0

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   117  *    .1    .0    .0    .1    .1    .0    .1    .1    .0    .0    .0    .0
   118  *    .1    .0    .0    .1    .1    .0    .1    .1    .0    .0    .0    .0
   119  *    .1    .0    .0    .1    .1    .0    .1    .1    .0    .0    .0    .0


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1                          CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992                  PAGE  1
                               (Modified by Balloffet & Associates, April, 1994)
                                         POLLUTANT MODELLED: CARBON MONOXIDE
      JOB: I-25 Alameda Interchange Area                        RUN: 2025 No Action
      DATE: 02/02/2005   TIME: 22:22
       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 cm/s       VD =    .0 cm/s       Z0 = 175. cm          TMPC =  2.0Deg C     ALT =1609.0 m
        U =  1.0 m/s         CLAS =   4  (D)     ATIM =  60. Minutes     MIXH =  1000. m   AMB =   .0 ppm
       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH  BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)  (DEG)            (G/MI)  (FT) (FT)       (VEH)
      ------------------------*----------------------------------------*-------------------------------------------------------------
       1. eb alameda 1a Que   *    333.0     601.0     190.7     604.4 *     142.   271. AG    54. 100.0    .0 12.0  .81   7.2
       2. eb alameda 1b Que   *    333.0     613.0     190.7     616.4 *     142.   271. AG    54. 100.0    .0 12.0  .81   7.2
       3. eb alameda 2a Que   *    689.0     599.0     584.8     599.0 *     104.   270. AG    45. 100.0    .0 12.0  .66   5.3
       4. eb alameda 2b Que   *    689.0     611.0     584.8     611.0 *     104.   270. AG    45. 100.0    .0 12.0  .66   5.3
       5. eb alameda 3a Que   *    991.0     603.0     878.8     599.5 *     112.   268. AG    88. 100.0    .0 12.0  .56   5.7
       6. eb alameda 3b Que   *    989.0     615.0     876.8     611.5 *     112.   268. AG    88. 100.0    .0 12.0  .56   5.7
       7. eb alameda 4a Que   *   1348.0     604.0    1207.6     604.0 *     140.   270. AG    59. 100.0    .0 12.0  .76   7.1
       8. eb alameda 4b Que   *   1343.0     616.0    1202.6     616.0 *     140.   270. AG    59. 100.0    .0 12.0  .76   7.1
       9. eb alameda lta Que  *    338.0     635.0     333.1     634.8 *       5.   268. AG   161. 100.0    .0 12.0  .21    .3
      10. eb alameda ltb Que  *    696.0     623.0     591.8     621.6 *     104.   269. AG    45. 100.0    .0 12.0  .70   5.3
      11. eb alameda ltc1 Que *    986.0     623.0     873.7     622.5 *     112.   270. AG    88. 100.0    .0 12.0  .60   5.7
      12. eb alameda ltc2 Que *    983.0     635.0     870.7     634.5 *     112.   270. AG    88. 100.0    .0 12.0  .60   5.7
      13. eb alameda ltd1 Que *   1342.0     625.0     593.6     619.6 *     748.   270. AG   145. 100.0    .0 12.0 1.29  38.0
      14. eb alameda ltd2 Que *   1338.0     634.0     589.6     628.5 *     748.   270. AG   145. 100.0    .0 12.0 1.29  38.0
      15. eb alameda rtc Que  *    993.0     591.0     375.3     567.8 *     618.   268. AG    36. 100.0    .0 12.0 1.03  31.4
      16. kal 1a Que          *    972.0     693.0     690.2    1391.3 *     753.   338. AG   104. 100.0    .0 12.0 1.07  38.3
      17. kal 1b Que          *    987.0     693.0     705.2    1391.3 *     753.   338. AG   104. 100.0    .0 12.0 1.07  38.3
      18. kal 1c Que          *    999.0     693.0     717.2    1391.3 *     753.   338. AG   104. 100.0    .0 12.0 1.07  38.3
      19. kal lt Que          *   1018.0     680.0     946.6     860.1 *     194.   338. AG   121. 100.0    .0 12.0  .94   9.8
      20. kal rt Que          *    960.0     682.0     882.4     875.3 *     208.   338. AG    89. 100.0    .0 12.0  .90  10.6
      21. nb river Que        *    401.0     582.0     421.7     526.4 *      59.   160. AG    31. 100.0    .0 12.0  .40   3.0
      22. nb river rt Que     *    413.0     592.0     464.5     438.5 *     162.   161. AG    31. 100.0    .0 12.0  .90   8.2
      23. off 1 Que           *    672.0     679.0     598.5     847.8 *     184.   336. AG    45. 100.0    .0 12.0  .96   9.4
      24. off 2 Que           *    684.0     679.0     610.5     847.8 *     184.   336. AG    45. 100.0    .0 12.0  .96   9.4
      25. off rt Que          *    634.0     733.0     481.1    1089.1 *     388.   337. AG    39. 100.0    .0 12.0 1.03  19.7
      26. santa 1 Que         *   1397.0     584.0    1502.8     296.7 *     306.   160. AG   120. 100.0    .0 12.0 1.01  15.6
      27. santa 2 Que         *   1385.0     584.0    1490.8     296.7 *     306.   160. AG   120. 100.0    .0 12.0 1.01  15.6
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28.	santa 3 Que	*	1375.0	585.0	1479.7	297.3	*	306.	160.	AG	120.	100.0	.0	12.0	1.01	15.6
29.	santa lt Que	*	1364.0	587.0	1545.6	84.9	*	534.	160.	AG	120.	100.0	.0	12.0	1.06	27.1
30.	santa rt1 Que	*	1427.0	533.0	1736.6	-333.9	*	920.	160.	AG	120.	100.0	.0	12.0	1.15	46.8
31.	sb river Que	*	338.0	691.0	287.0	833.9	*	152.	340.	AG	31.	100.0	.0	12.0	.86	7.7
32.	wb alameda 1a Que	*	1408.0	662.0	1763.9	658.1	*	356.	91.	AG	54.	100.0	.0	12.0	1.00	18.1
33.	wb alameda 1b Que	*	1408.0	650.0	1763.9	646.1	*	356.	91.	AG	54.	100.0	.0	12.0	1.00	18.1
34.	wb alameda 2a Que	*	1049.0	661.0	1168.5	661.0	*	120.	90.	AG	57.	100.0	.0	12.0	.66	6.1
35.	wb alameda 2b Que	*	1049.0	649.0	1168.5	649.0	*	120.	90.	AG	57.	100.0	.0	12.0	.66	6.1
36.	wb alameda 2c Que	*	1042.0	673.0	1161.5	673.0	*	120.	90.	AG	57.	100.0	.0	12.0	.66	6.1
37.	wb alameda 3a Que	*	698.0	660.0	819.7	661.0	*	122.	90.	AG	45.	100.0	.0	12.0	.77	6.2
38.	wb alameda 3b Que	*	710.0	648.0	831.7	649.1	*	122.	89.	AG	45.	100.0	.0	12.0	.77	6.2
39.	wb alameda 3c Que	*	698.0	672.0	819.7	673.0	*	122.	90.	AG	45.	100.0	.0	12.0	.77	6.2
40.	wb alameda 4a Que	*	402.0	656.0	602.7	659.3	*	201.	89.	AG	54.	100.0	.0	12.0	.91	10.2
41.	wb alameda 4b Que	*	408.0	645.0	608.7	646.8	*	201.	89.	AG	54.	100.0	.0	12.0	.91	10.2
42.	wb alameda 4c Que	*	397.0	668.0	597.7	671.2	*	201.	89.	AG	54.	100.0	.0	12.0	.91	10.2
43.	wb alameda ltb Que	*	1042.0	640.0	1778.3	644.4	*	736.	90.	AG	129.	100.0	.0	12.0	1.15	37.4
44.	wb alameda ltd Que	*	400.0	634.0	1231.5	642.6	*	832.	89.	AG	150.	100.0	.0	12.0	1.46	42.2

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action
DATE: 02/02/2005 TIME: 22:22

LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45.	eb alameda 1a Apr	*	383.0	600.0	.0	609.0	*	383.	271.	AG	873.	6.7	.0	32.0		
46.	eb alameda 1b Apr	*	373.0	612.0	.0	621.0	*	373.	271.	AG	873.	6.7	.0	32.0		
47.	eb alameda 2a Apr	*	721.0	599.0	517.0	599.0	*	204.	270.	AG	1143.	6.7	.0	32.0		
48.	eb alameda 2b Apr	*	721.0	611.0	517.0	611.0	*	204.	270.	AG	1143.	6.7	.0	32.0		
49.	eb alameda 3a Apr	*	1024.0	603.0	861.0	599.0	*	163.	269.	AG	719.	6.7	.0	32.0		
50.	eb alameda 3b Apr	*	1018.0	615.0	861.0	611.0	*	157.	269.	AG	719.	6.7	.0	32.0		
51.	eb alameda 4a Apr	*	1383.0	605.0	1210.0	604.0	*	173.	270.	AG	513.	6.7	.0	32.0		
52.	eb alameda 4b Apr	*	1376.0	617.0	1210.0	616.0	*	166.	270.	AG	513.	6.7	.0	32.0		
53.	kal 1a Apr	*	996.0	637.0	790.0	1144.0	*	547.	338.	AG	970.	6.7	.0	32.0		
54.	kal 1b Apr	*	1010.0	637.0	805.0	1144.0	*	547.	338.	AG	970.	6.7	.0	32.0		
55.	kal 1c Apr	*	1023.0	637.0	817.0	1144.0	*	547.	338.	AG	970.	6.7	.0	32.0		
56.	nb river Apr	*	380.0	638.0	530.0	235.0	*	430.	160.	AG	485.	6.7	.0	32.0		
57.	santa 1 Apr	*	1378.0	636.0	1612.0	.0	*	678.	160.	AG	753.	6.7	.0	32.0		
58.	santa 2 Apr	*	1366.0	636.0	1600.0	.0	*	678.	160.	AG	753.	6.7	.0	32.0		
59.	santa 3 Apr	*	1356.0	637.0	1588.0	.0	*	678.	160.	AG	753.	6.7	.0	32.0		
60.	sb river Apr	*	358.0	639.0	221.0	1019.0	*	404.	340.	AG	335.	6.7	.0	32.0		
61.	wb alameda 1a Apr	*	1357.0	662.0	1770.0	658.0	*	413.	91.	AG	1073.	6.7	.0	32.0		
62.	wb alameda 1b Apr	*	1368.0	650.0	1770.0	646.0	*	402.	91.	AG	1073.	6.7	.0	32.0		
63.	wb alameda 2a Apr	*	1000.0	660.0	1185.0	661.0	*	185.	90.	AG	812.	6.7	.0	32.0		
64.	wb alameda 2b Apr	*	1008.0	648.0	1185.0	649.0	*	177.	90.	AG	812.	6.7	.0	32.0		
65.	wb alameda 2c Apr	*	993.0	672.0	1326.0	673.0	*	333.	90.	AG	812.	6.7	.0	32.0		
66.	wb alameda 3a Apr	*	681.0	660.0	816.0	661.0	*	135.	90.	AG	890.	6.7	.0	32.0		

67.	wb alameda 3b Apr	696.0	648.0	816.0	649.0	120.	90.	AG	890.	6.7	.0	32.0	
68.	wb alameda 3c Apr	681.0	672.0	816.0	673.0	135.	90.	AG	890.	6.7	.0	32.0	
69.	wb alameda 4a Apr	363.0	656.0	522.0	658.0	159.	89.	AG	1043.	6.7	.0	32.0	
70.	wb alameda 4b Apr	370.0	644.0	522.0	646.0	152.	89.	AG	1043.	6.7	.0	32.0	
71.	wb alameda 4c Apr	357.0	668.0	522.0	670.0	165.	89.	AG	1043.	6.7	.0	32.0	
72.	eb alameda 1a Dprt	517.0	599.0	383.0	600.0	134.	270.	AG	1143.	6.7	.0	32.0	
73.	eb alameda 1b Dprt	517.0	611.0	373.0	612.0	144.	270.	AG	1143.	6.7	.0	32.0	
74.	eb alameda 2a Dprt	861.0	599.0	721.0	599.0	140.	270.	AG	719.	6.7	.0	32.0	
75.	eb alameda 2b Dprt	861.0	611.0	721.0	611.0	140.	270.	AG	719.	6.7	.0	32.0	
76.	eb alameda 3a Dprt	1210.0	604.0	1024.0	603.0	186.	270.	AG	513.	6.7	.0	32.0	
77.	eb alameda 3b Dprt	1210.0	616.0	1018.0	615.0	192.	270.	AG	513.	6.7	.0	32.0	
78.	eb alameda 4a Dprt	1770.0	621.0	1383.0	605.0	387.	268.	AG	1018.	6.7	.0	32.0	
79.	eb alameda 4b Dprt	1770.0	633.0	1376.0	617.0	394.	268.	AG	1018.	6.7	.0	32.0	
80.	kal 1a Dprt	1061.0	483.0	996.0	637.0	167.	337.	AG	1167.	6.7	.0	32.0	
81.	kal 1b Dprt	1071.0	494.0	1010.0	637.0	155.	337.	AG	1167.	6.7	.0	32.0	
82.	kal 1c Dprt	1079.0	504.0	1023.0	637.0	144.	337.	AG	1167.	6.7	.0	32.0	
83.	nb river Dprt	237.0	1022.0	380.0	638.0	410.	160.	AG	175.	6.7	.0	32.0	
84.	santa 1 Dprt	1194.0	1127.0	1378.0	636.0	524.	159.	AG	662.	6.7	.0	32.0	
85.	santa 2 Dprt	1182.0	1127.0	1366.0	636.0	524.	159.	AG	662.	6.7	.0	32.0	
86.	santa 3 Dprt	1169.0	1127.0	1356.0	637.0	524.	159.	AG	662.	6.7	.0	32.0	
87.	sb river Dprt	518.0	230.0	358.0	639.0	439.	339.	AG	315.	6.7	.0	32.0	
88.	wb alameda 1a Dprt	1185.0	661.0	1357.0	662.0	172.	90.	AG	812.	6.7	.0	32.0	
89.	wb alameda 1b Dprt	1185.0	649.0	1368.0	650.0	183.	90.	AG	812.	6.7	.0	32.0	
90.	wb alameda 2a Dprt	816.0	661.0	1000.0	660.0	184.	90.	AG	890.	6.7	.0	32.0	
91.	wb alameda 2b Dprt	816.0	649.0	1008.0	648.0	192.	90.	AG	890.	6.7	.0	32.0	
92.	wb alameda 2c Dprt	816.0	673.0	993.0	672.0	177.	90.	AG	890.	6.7	.0	32.0	
93.	wb alameda 3a Dprt	522.0	658.0	681.0	660.0	159.	89.	AG	1043.	6.7	.0	32.0	
94.	wb alameda 3b Dprt	522.0	646.0	696.0	648.0	174.	89.	AG	1043.	6.7	.0	32.0	
95.	wb alameda 3c Dprt	522.0	670.0	681.0	672.0	159.	89.	AG	1043.	6.7	.0	32.0	

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action
DATE: 02/02/2005 TIME: 22:22

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)
96. wb alameda 4a Dprt	-12.0	647.0	363.0	656.0	375.	89.	AG	973.	6.7	.0	32.0		
97. wb alameda 4b Dprt	-12.0	635.0	370.0	644.0	382.	89.	AG	973.	6.7	.0	32.0		
98. wb alameda 4c Dprt	-12.0	659.0	357.0	668.0	369.	89.	AG	973.	6.7	.0	32.0		
99. kal 2a	1420.0	149.0	1061.0	483.0	490.	313.	AG	1167.	6.7	.0	32.0		
100. kal 2b	1427.0	159.0	1071.0	494.0	489.	313.	AG	1167.	6.7	.0	32.0		
101. kal 2c	1439.0	172.0	1079.0	504.0	490.	313.	AG	1167.	6.7	.0	32.0		
102. nb i25 1a	881.0	642.0	1167.0	30.0	676.	155.	DP	2450.	8.1	-25.0	32.0		
103. nb i25 1b	869.0	642.0	1155.0	30.0	676.	155.	DP	2450.	8.1	-25.0	32.0		
104. nb i25 1c	857.0	642.0	1143.0	30.0	676.	155.	DP	2450.	8.1	-25.0	32.0		
105. nb i25 1d	844.0	642.0	1130.0	30.0	676.	155.	DP	2450.	8.1	-25.0	32.0		

106.	nb i25 2a	*	592.0	1259.0	881.0	642.0	*	681.	155.	DP	2450.	8.1	-25.0 32.0
107.	nb i25 2b	*	579.0	1259.0	869.0	642.0	*	682.	155.	DP	2450.	8.1	-25.0 32.0
108.	nb i25 2c	*	567.0	1259.0	857.0	642.0	*	682.	155.	DP	2450.	8.1	-25.0 32.0
109.	nb i25 2d	*	554.0	1259.0	844.0	642.0	*	682.	155.	DP	2450.	8.1	-25.0 32.0
110.	off rt2	*	617.0	682.0	634.0	733.0	*	54.	18.	AG	460.	9.0	.0 32.0
111.	santa rt2	*	1445.0	600.0	1427.0	533.0	*	69.	195.	AG	480.	6.7	.0 32.0
112.	sb i25 1a	*	776.0	641.0	494.0	1250.0	*	671.	335.	DP	2613.	8.1	-25.0 32.0
113.	sb i25 1b	*	790.0	641.0	508.0	1250.0	*	671.	335.	DP	2613.	8.1	-25.0 32.0
114.	sb i25 1c	*	803.0	641.0	522.0	1250.0	*	671.	335.	DP	2613.	8.1	-25.0 32.0
115.	sb i25 1d	*	815.0	641.0	533.0	1250.0	*	671.	335.	DP	2613.	8.1	-25.0 32.0
116.	sb i25 2a	*	1070.0	7.0	776.0	641.0	*	699.	335.	DP	2613.	8.1	-25.0 32.0
117.	sb i25 2b	*	1084.0	7.0	790.0	641.0	*	699.	335.	DP	2613.	8.1	-25.0 32.0
118.	sb i25 2c	*	1097.0	7.0	803.0	641.0	*	699.	335.	DP	2613.	8.1	-25.0 32.0
119.	sb i25 2d	*	1108.0	7.0	815.0	641.0	*	698.	335.	DP	2613.	8.1	-25.0 32.0

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action
DATE: 02/02/2005 TIME: 22:22

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.	eb alameda 1a Que	*	100	30	5.0	868	1700	66.60	1	3
2.	eb alameda 1b Que	*	100	30	5.0	868	1700	66.60	1	3
3.	eb alameda 2a Que	*	100	25	5.0	762	1700	66.60	1	3
4.	eb alameda 2b Que	*	100	25	5.0	762	1700	66.60	1	3
5.	eb alameda 3a Que	*	100	49	5.0	419	1700	66.60	1	3
6.	eb alameda 3b Que	*	100	49	5.0	419	1700	66.60	1	3
7.	eb alameda 4a Que	*	100	33	5.0	778	1700	66.60	1	3
8.	eb alameda 4b Que	*	100	33	5.0	778	1700	66.60	1	3
9.	eb alameda lta Que	*	100	90	5.0	10	1600	66.60	1	3
10.	eb alameda ltb Que	*	100	25	5.0	762	1600	66.60	1	3
11.	eb alameda ltc1 Que	*	100	49	5.0	419	1600	66.60	1	3
12.	eb alameda ltc2 Que	*	100	49	5.0	419	1600	66.60	1	3
13.	eb alameda ltd1 Que	*	100	81	5.0	248	1600	66.60	1	3
14.	eb alameda ltd2 Que	*	100	81	5.0	248	1600	66.60	1	3
15.	eb alameda rtc Que	*	100	20	5.0	1200	1600	66.60	1	3
16.	kal 1a Que	*	100	58	5.0	638	1700	66.60	1	3
17.	kal 1b Que	*	100	58	5.0	638	1700	66.60	1	3
18.	kal 1c Que	*	100	58	5.0	638	1700	66.60	1	3
19.	kal lt Que	*	100	68	5.0	375	1600	66.60	1	3
20.	kal rt Que	*	100	50	5.0	620	1600	66.60	1	3
21.	nb river Que	*	100	70	5.0	155	1700	16.60	1	3
22.	nb river rt Que	*	100	70	5.0	330	1600	16.60	1	3
23.	off 1 Que	*	100	75	5.0	295	1700	22.50	1	3
24.	off 2 Que	*	100	75	5.0	295	1700	22.50	1	3

25. off rt Que	*	100	65	5.0	460	1600	22.50	1	3
26. santa 1 Que	*	100	67	5.0	446	1700	66.60	1	3
27. santa 2 Que	*	100	67	5.0	446	1700	66.60	1	3
28. santa 3 Que	*	100	67	5.0	446	1700	66.60	1	3
29. santa lt Que	*	100	67	5.0	443	1600	66.60	1	3
30. santa rt1 Que	*	100	67	5.0	480	1600	66.60	1	3
31. sb river Que	*	100	70	5.0	335	1700	16.60	1	3
32. wb alameda 1a Que	*	100	30	5.0	1073	1700	66.60	1	3
33. wb alameda 1b Que	*	100	30	5.0	1073	1700	66.60	1	3
34. wb alameda 2a Que	*	100	32	5.0	683	1700	66.60	1	3
35. wb alameda 2b Que	*	100	32	5.0	683	1700	66.60	1	3
36. wb alameda 2c Que	*	100	32	5.0	683	1700	66.60	1	3
37. wb alameda 3a Que	*	100	25	5.0	890	1700	66.60	1	3
38. wb alameda 3b Que	*	100	25	5.0	890	1700	66.60	1	3
39. wb alameda 3c Que	*	100	25	5.0	890	1700	66.60	1	3
40. wb alameda 4a Que	*	100	30	5.0	973	1700	66.60	1	3
41. wb alameda 4b Que	*	100	30	5.0	973	1700	66.60	1	3
42. wb alameda 4c Que	*	100	30	5.0	973	1700	66.60	1	3
43. wb alameda ltb Que	*	100	72	5.0	385	1600	66.60	1	3
44. wb alameda ltd Que	*	100	84	5.0	210	1600	66.60	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R-1	315.0	713.0	6.0

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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
2. R-2	371.0	714.0	6.0
3. R-3	607.0	718.0	6.0
4. R-4	687.0	718.0	6.0
5. R-5	930.0	718.0	6.0
6. R-6	1022.0	719.0	6.0
7. R-7	1309.0	719.0	6.0
8. R-8	1371.0	708.0	6.0
9. R-9	368.0	574.0	6.0
10. R-10	438.0	573.0	6.0
11. R-11	1006.0	577.0	6.0
12. R-12	1068.0	577.0	6.0
13. R-13	1352.0	578.0	6.0
14. R-14	1455.0	581.0	6.0

15. R-15	*	304.0	691.0	6.0 *
16. R-16	*	342.0	592.0	6.0 *
17. R-17	*	441.0	591.0	6.0 *
18. R-18	*	403.0	693.0	6.0 *
19. R-19	*	673.0	590.0	6.0 *
20. R-20	*	711.0	696.0	6.0 *
21. R-21	*	755.0	591.0	6.0 *
22. R-22	*	978.0	580.0	6.0 *
23. R-23	*	923.0	696.0	6.0 *
24. R-24	*	1054.0	697.0	6.0 *
25. R-25	*	1080.0	595.0	6.0 *
26. R-26	*	1333.0	596.0	6.0 *
27. R-27	*	1309.0	697.0	6.0 *
28. R-28	*	1421.0	686.0	6.0 *
29. R-29	*	254.0	689.0	6.0 *
30. R-30	*	298.0	760.0	6.0 *
31. R-31	*	354.0	761.0	6.0 *
32. R-32	*	453.0	693.0	6.0 *
33. R-33	*	491.0	591.0	6.0 *
34. R-34	*	454.0	526.0	6.0 *
35. R-35	*	387.0	528.0	6.0 *
36. R-36	*	292.0	594.0	6.0 *
37. R-37	*	606.0	764.0	6.0 *
38. R-38	*	667.0	764.0	6.0 *
39. R-39	*	911.0	765.0	6.0 *
40. R-40	*	1004.0	765.0	6.0 *
41. R-41	*	1105.0	697.0	6.0 *
42. R-42	*	1130.0	595.0	6.0 *
43. R-43	*	1087.0	531.0	6.0 *
44. R-44	*	1025.0	531.0	6.0 *
45. R-45	*	1259.0	697.0	6.0 *
46. R-46	*	1291.0	766.0	6.0 *
47. R-47	*	1353.0	755.0	6.0 *
48. R-48	*	1471.0	685.0	6.0 *
49. R-49	*	1476.0	601.0	6.0 *
50. R-50	*	1445.0	533.0	6.0 *
51. R-51	*	1369.0	531.0	6.0 *

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

DATE: 02/02/2005 TIME: 22:22

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z *
52. R-52	*	1283.0	596.0	6.0 *

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	.2	.0	1.4	3.6	1.9	.0	.7	.0	.9	1.2	2.8	1.6	1.2	1.1	.2	.8	1.5	.0	3.5	4.7
5.	.2	.0	1.5	3.6	1.9	.0	.7	.0	.9	1.5	2.6	1.6	1.1	1.1	.2	.8	1.8	.0	3.6	4.7
10.	.2	.0	1.6	3.7	1.8	.0	.7	.0	1.0	1.7	2.2	1.6	1.3	1.1	.2	.9	1.9	.3	3.7	4.6
15.	.2	.3	1.6	3.5	1.7	.0	.5	.0	1.3	2.0	2.1	1.6	1.1	1.0	.2	1.0	2.2	.5	3.8	4.4
20.	.4	.5	1.7	3.5	1.7	.0	.5	.0	1.7	2.0	2.1	1.6	1.2	1.0	.3	1.2	2.3	.8	3.8	4.3
25.	.6	.8	1.7	3.5	1.6	.0	.5	.0	1.8	2.0	2.1	1.6	1.2	1.0	.6	1.6	2.3	.8	3.7	4.3
30.	.9	.8	1.8	3.2	1.6	.0	.5	.0	1.8	2.1	2.0	1.6	1.2	1.0	.9	1.7	2.3	.8	3.7	4.2
35.	1.0	.8	1.8	3.3	1.6	.0	.5	.0	2.1	2.1	2.3	1.5	1.2	1.0	1.0	1.7	2.3	.8	3.6	4.1
40.	1.0	.8	1.8	3.3	1.6	.0	.5	.0	2.3	2.2	2.4	1.6	1.2	1.0	1.0	1.8	2.3	.8	3.7	4.1
45.	1.0	.8	1.8	3.2	1.6	.0	.4	.0	2.3	2.4	2.5	1.5	1.4	1.1	1.0	1.9	2.5	.8	3.7	4.1
50.	1.0	.8	1.7	3.2	1.6	.0	.4	.0	2.2	2.2	2.4	1.5	1.6	1.1	1.0	2.1	2.6	.8	3.4	3.9
55.	1.0	.8	1.7	3.2	1.5	.0	.4	.0	2.2	2.4	2.4	1.5	1.7	1.2	1.0	2.6	2.6	.8	3.3	4.0
60.	1.0	.8	1.6	3.2	1.6	.0	.4	.0	2.5	2.5	2.3	1.6	1.9	1.2	1.0	2.6	2.6	.8	3.3	3.9
65.	1.0	.8	1.6	3.2	1.6	.0	.4	.0	2.7	2.3	2.2	1.4	1.9	1.1	1.0	2.6	2.8	.8	3.8	4.0
70.	1.0	.8	1.5	3.2	1.6	.0	.4	.0	2.8	2.4	2.0	1.3	2.0	1.1	1.0	3.2	2.7	.8	3.7	4.0
75.	1.0	.8	1.5	3.3	1.5	.0	.4	.0	2.5	2.6	1.8	1.2	2.2	1.0	.9	3.2	2.9	.8	4.0	4.0
80.	1.0	.8	1.5	3.2	1.5	.0	.4	.0	1.7	1.8	1.6	1.2	2.1	.8	1.1	2.5	2.7	1.1	3.2	3.5
85.	1.3	1.1	1.7	3.1	1.5	.1	.4	.1	1.9	2.2	1.5	.9	1.9	.5	1.4	1.9	2.4	1.4	3.0	4.1
90.	1.4	1.1	1.9	3.3	1.7	.2	.7	.4	2.0	2.1	1.1	.4	1.8	.4	1.7	2.2	2.5	1.8	2.8	4.3
95.	1.3	1.6	1.9	3.4	2.0	.4	.8	.6	1.9	1.7	1.2	.2	1.7	.2	1.2	2.2	2.0	2.0	2.5	4.6
100.	1.5	1.6	2.2	3.7	2.0	.7	1.2	.8	1.7	1.4	.8	.3	1.6	.1	2.3	2.0	1.8	2.6	2.1	5.2
105.	2.3	2.1	3.0	4.2	2.1	1.0	1.4	1.0	1.4	1.1	.9	.4	1.6	.0	2.5	1.5	1.5	2.8	1.9	5.8
110.	2.3	2.3	2.7	4.6	2.4	1.0	1.4	1.0	1.4	1.1	1.1	.5	1.7	.0	2.7	1.3	1.2	2.8	1.7	5.7
115.	2.4	2.2	2.4	4.6	2.4	1.4	1.4	1.0	1.4	1.1	1.2	.5	1.8	.0	2.0	1.3	1.1	2.7	1.9	5.9
120.	2.0	2.1	2.3	4.7	2.3	1.6	1.3	1.0	1.3	1.0	1.4	.2	1.9	.0	1.9	1.2	1.0	2.6	1.8	6.3
125.	1.7	2.0	2.7	4.9	2.4	1.6	1.1	1.0	.9	1.0	1.5	.3	2.0	.0	1.9	.8	1.0	2.6	1.7	6.3
130.	1.4	1.9	2.4	5.1	2.6	1.6	1.1	1.0	.6	.6	1.5	.4	2.2	.0	1.7	.4	.7	2.4	1.6	6.4
135.	1.2	1.6	2.4	5.3	2.3	1.6	1.4	1.0	.3	.3	1.5	.4	2.2	.0	.8	.3	.5	1.8	1.4	6.6
140.	1.2	1.1	2.5	5.2	2.1	1.7	2.1	1.0	.3	.1	1.4	.6	2.4	.0	1.1	.3	.2	1.5	1.4	6.7
145.	1.0	1.0	2.3	4.7	2.0	1.6	1.9	1.1	.3	.1	1.2	.6	2.4	.0	.9	.2	.2	1.3	1.1	6.2
150.	.7	.8	1.9	3.9	2.2	1.7	1.6	1.5	.2	.1	1.0	.7	2.2	.1	.9	.2	.2	1.3	.6	5.5
155.	.8	.8	1.7	3.3	2.6	1.6	1.9	1.6	.2	.2	1.1	.8	1.8	.1	.9	.2	.2	1.3	.4	4.6
160.	.8	.8	1.2	2.0	2.9	1.7	1.9	1.8	.2	.3	1.2	1.0	1.5	.6	.7	.0	.2	1.4	.1	3.6
165.	.6	.9	1.2	1.8	3.1	2.2	1.7	2.2	.1	.3	1.3	1.0	1.1	.9	.7	.0	.2	1.4	.1	2.6
170.	.6	.8	1.1	1.4	3.3	2.3	1.4	2.3	.1	.3	1.5	1.4	.7	1.0	.7	.0	.3	1.3	.1	2.0

175.	*	.6	.6	1.1	1.2	3.6	2.3	1.0	1.9	.1	.4	1.5	1.8	.4	1.1	.8	.0	.3	1.2	.1	1.7
180.	*	.6	.8	1.1	1.3	3.6	2.7	.9	1.6	.0	.4	1.7	1.9	.3	1.3	.9	.0	.3	1.2	.1	1.5
185.	*	.6	.7	1.1	1.3	3.4	2.8	1.1	1.6	.0	.4	1.8	2.0	.3	1.5	.9	.0	.3	1.1	.1	1.5
190.	*	.6	.8	1.2	1.2	3.4	3.2	1.3	1.2	.0	.4	1.8	2.1	.3	1.4	1.0	.0	.3	1.0	.1	1.6
195.	*	.7	.7	1.1	1.1	3.5	3.2	1.6	1.3	.0	.4	1.7	2.1	.3	1.4	1.0	.0	.3	.8	.1	1.5
200.	*	.7	.8	1.1	1.2	3.1	3.3	2.0	1.2	.0	.4	1.7	2.1	.4	1.4	1.0	.0	.3	.8	.1	1.4
205.	*	.7	.8	1.1	1.2	2.9	3.4	1.9	1.8	.0	.4	1.7	1.9	.8	1.4	1.0	.0	.3	.7	.1	1.3

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WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
210.	*	.7	.6	1.1	1.1	2.9	3.4	1.8	2.1	.0	.4	1.7	1.9	1.1	1.4	1.0	.0	.4	.8	.2	1.4
215.	*	.7	.6	1.1	1.2	2.9	3.3	1.7	2.1	.0	.4	1.7	1.7	1.1	1.7	1.0	.0	.5	.8	.2	1.5
220.	*	.6	.6	1.1	1.2	2.6	3.2	1.8	2.3	.0	.5	1.6	1.7	1.1	2.2	1.0	.1	.5	.8	.2	1.6
225.	*	.6	.8	1.1	1.3	2.5	3.3	1.8	2.4	.0	.5	1.5	1.6	1.1	2.2	1.0	.1	.5	.8	.3	1.6
230.	*	.7	.8	1.2	1.3	2.5	3.1	1.8	2.2	.0	.5	1.5	1.6	1.1	2.0	.9	.1	.4	.8	.3	1.3
235.	*	.7	.8	1.3	1.2	2.6	3.0	2.0	2.3	.0	.5	1.5	1.6	1.1	1.9	.9	.1	.4	1.0	.3	1.6
240.	*	.7	.8	1.2	1.1	2.6	3.3	2.0	2.2	.0	.5	1.6	1.6	1.0	1.8	.9	.1	.4	1.1	.3	1.4
245.	*	.7	.8	.9	1.3	3.0	3.4	2.1	2.2	.0	.6	1.6	1.7	.8	1.8	.9	.1	.5	1.0	.4	1.5
250.	*	.6	.8	.9	1.5	2.6	3.5	2.0	2.4	.0	.6	1.5	1.6	.8	1.7	.9	.2	.6	.9	.4	1.3
255.	*	.5	.7	1.0	1.1	2.4	2.9	1.8	2.4	.0	.6	1.6	1.6	.8	1.7	.9	.5	.7	.9	.7	1.4
260.	*	.3	.5	.7	.9	2.2	2.8	.9	1.4	.1	.7	1.7	1.8	1.1	1.9	.7	.5	.8	.8	.8	1.4
265.	*	.2	.5	.5	.6	2.0	2.6	.9	1.2	.2	.8	2.0	2.2	1.1	2.0	.4	.8	.9	.7	1.3	1.1
270.	*	.1	.4	.2	.3	1.8	2.3	1.2	1.7	.4	.9	2.1	2.5	1.7	2.3	.4	1.1	1.2	.4	1.3	.7
275.	*	.0	.2	.0	.3	1.8	2.5	1.0	1.6	.6	1.1	2.4	2.7	1.2	1.9	.2	1.4	1.6	.2	1.9	.3
280.	*	.0	.2	.0	.3	1.9	2.4	.9	1.3	.9	1.2	3.1	3.5	2.1	2.3	.1	1.5	1.6	.1	2.2	.3
285.	*	.0	.2	.0	.2	1.9	2.6	1.1	1.2	1.0	1.5	3.7	4.2	2.3	2.9	.0	1.6	1.5	.0	2.5	.2
290.	*	.0	.2	.0	.2	1.9	2.8	1.1	1.4	1.0	1.2	3.7	3.9	2.4	2.7	.0	1.6	1.3	.0	2.7	.2
295.	*	.0	.3	.0	.3	1.9	2.9	1.1	1.6	1.0	1.1	3.7	3.7	2.6	2.3	.0	1.5	1.3	.0	2.8	.2
300.	*	.0	.3	.0	.4	1.9	3.0	1.1	1.5	1.0	1.1	4.2	3.6	2.8	2.2	.0	1.5	1.4	.1	2.6	.2
305.	*	.0	.3	.0	.4	2.0	3.1	.7	.6	.9	1.2	4.0	3.9	2.8	2.1	.0	1.4	1.4	.1	2.5	.3
310.	*	.0	.3	.0	.4	2.1	2.9	.3	.5	.9	1.1	3.9	3.9	2.4	1.3	.0	1.4	1.3	.1	2.3	.3
315.	*	.0	.3	.0	.4	1.9	2.8	.1	.6	.8	1.1	3.8	3.7	1.7	1.2	.0	1.2	1.1	.1	2.3	.4
320.	*	.0	.3	.0	.5	1.6	2.8	.1	.7	.8	1.1	3.7	3.9	1.3	1.2	.0	1.0	1.1	.0	2.2	.7
325.	*	.1	.2	.0	.7	1.7	2.2	.1	.6	.7	1.0	3.7	3.4	1.3	1.2	.0	.9	1.1	.0	2.2	1.1
330.	*	.1	.2	.0	1.1	1.6	1.6	.3	.6	.8	.9	3.6	3.4	1.4	1.2	.0	.9	1.1	.0	2.2	1.5
335.	*	.1	.2	.1	1.5	1.4	1.2	.4	.5	.9	.8	3.7	2.8	1.6	1.3	.0	.8	1.2	.0	2.3	2.4
340.	*	.2	.1	.3	2.3	1.3	1.0	.6	.4	.8	.9	3.6	2.3	1.4	1.1	.0	.9	1.3	.0	2.4	3.4
345.	*	.2	.0	.5	2.8	1.6	.6	.6	.4	.8	.9	3.0	2.0	1.4	1.1	.1	.8	1.4	.0	2.9	4.2
350.	*	.3	.0	.8	3.3	1.6	.3	.6	.1	.8	1.0	2.8	1.8	1.4	1.1	.1	.8	1.4	.0	3.4	4.6
355.	*	.3	.0	1.2	3.6	1.8	.0	.7	.1	.9	1.2	2.7	1.6	1.3	1.1	.2	.8	1.4	.0	3.5	4.8
MAX	*	2.4	2.3	3.0	5.3	3.6	3.5	2.1	2.4	2.8	2.6	4.2	4.2	2.8	2.9	2.7	3.2	2.9	2.8	4.0	6.7
DEGR.	*	115	110	105	135	175	250	140	225	70	75	300	285	300	285	110	70	75	105	75	140

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	6.3	2.9	1.4	.0	1.8	1.8	.5	.0	.0	.2	.0	.1	1.8	.8	.8	1.0	1.5	3.7	1.7	.0
5.	6.2	2.9	1.4	.0	1.8	1.5	.5	.0	.0	.2	.0	.4	2.0	1.1	.9	1.0	1.7	3.7	1.8	.0
10.	6.1	2.5	1.4	.0	1.8	1.5	.5	.0	.0	.2	.0	.5	2.2	1.3	1.1	1.0	1.8	3.7	1.6	.0
15.	5.9	2.3	1.4	.0	1.8	1.6	.5	.0	.0	.2	.1	.8	2.2	1.5	1.4	1.0	1.8	3.7	1.7	.0
20.	6.0	2.3	1.3	.0	1.8	1.6	.5	.0	.0	.2	.4	.8	2.4	1.5	1.7	1.3	1.9	3.6	1.7	.0
25.	5.9	2.4	1.2	.0	1.8	1.4	.4	.0	.1	.4	.6	.8	2.5	1.3	1.8	1.5	1.9	3.5	1.5	.0
30.	5.5	2.1	1.2	.0	1.9	1.5	.4	.0	.4	.7	.8	.8	2.4	1.3	1.8	1.8	1.9	3.3	1.5	.0
35.	5.7	2.1	1.2	.0	1.9	1.5	.4	.0	.6	1.0	.8	.8	2.4	1.8	1.9	1.8	1.8	3.3	1.5	.0
40.	5.8	2.1	1.2	.0	1.8	1.2	.4	.0	.8	1.0	.8	.8	2.3	1.8	2.0	1.9	1.8	3.2	1.5	.0
45.	5.8	2.1	1.1	.0	1.9	1.2	.4	.0	.8	1.0	.8	.8	2.4	1.7	1.9	2.0	1.8	3.2	1.6	.0
50.	5.4	2.2	1.1	.0	2.2	1.3	.4	.0	.8	1.0	.8	.8	2.3	1.8	1.7	2.2	1.7	3.2	1.6	.0
55.	4.8	2.5	1.1	.0	2.1	1.8	.3	.0	.8	1.0	.8	.8	2.6	1.8	2.1	2.4	1.7	3.2	1.5	.0
60.	5.1	2.6	1.1	.0	2.2	1.9	.4	.0	.8	1.0	.8	.8	2.7	1.6	2.3	2.3	1.7	3.2	1.5	.0
65.	5.2	2.3	1.1	.0	2.0	2.0	.4	.0	.8	1.0	.8	.8	2.5	1.8	2.1	2.6	1.7	3.2	1.6	.0
70.	5.3	2.2	1.1	.0	2.0	2.1	.4	.0	.8	1.0	.8	.8	2.8	1.7	2.0	2.8	1.7	3.2	1.6	.0
75.	5.5	1.9	1.0	.0	2.1	1.9	.4	.1	.8	1.0	.8	.8	2.8	1.3	1.3	3.0	1.6	3.2	1.5	.0
80.	5.6	1.7	1.2	.2	1.8	1.9	.4	.1	1.1	1.0	.8	1.1	3.3	1.7	1.3	2.3	1.5	3.2	1.5	.0
85.	5.5	1.5	1.4	.2	1.7	1.7	.6	.5	1.4	1.0	.8	1.4	3.0	1.3	1.6	1.9	1.5	3.3	1.5	.0
90.	5.3	1.0	1.7	.7	1.1	1.4	.7	.7	1.2	1.3	1.1	1.8	2.5	1.1	1.3	2.0	1.6	3.2	1.7	.0
95.	4.7	.9	1.9	1.3	.6	1.4	1.3	1.1	1.0	1.3	1.1	2.0	2.1	.9	1.2	2.1	1.9	3.3	1.7	.1
100.	4.2	.5	1.8	1.5	.5	1.1	1.4	1.2	1.9	.9	1.1	2.6	1.7	.8	1.1	1.9	1.9	3.4	1.9	.1
105.	4.1	.6	2.0	1.5	.5	1.0	1.4	1.3	2.1	1.4	1.7	2.6	1.5	.8	1.1	1.3	1.9	3.4	2.1	.3
110.	4.3	.7	2.0	1.9	.6	1.2	1.4	1.5	2.3	1.5	1.5	2.6	1.2	.8	1.1	1.1	2.3	3.7	2.1	.4
115.	4.5	.9	2.0	1.7	.6	1.4	1.4	1.3	2.0	1.7	1.7	2.6	1.1	.8	1.1	1.1	2.7	4.4	2.0	.5
120.	4.7	1.0	2.3	2.2	.5	1.4	1.2	1.3	1.8	1.7	1.8	2.7	1.1	.8	1.1	1.0	2.6	4.0	2.1	.5
125.	4.5	.8	2.1	2.2	.3	1.4	1.3	1.3	1.6	1.5	1.9	2.7	1.0	.7	.7	.6	2.2	4.3	2.1	.8
130.	4.6	1.0	2.1	2.0	.3	1.6	1.7	1.3	1.1	1.5	1.6	2.2	1.0	.4	.2	.2	2.7	4.7	2.1	1.0
135.	4.7	.9	2.0	2.0	.5	1.7	2.1	1.1	.9	1.2	1.2	2.1	.6	.0	.2	.2	2.3	4.6	2.2	1.0
140.	4.7	.6	2.4	2.1	.4	1.8	1.8	1.1	.8	.8	.8	1.8	.3	.0	.2	.1	2.0	4.4	2.0	.9
145.	3.9	.7	2.5	2.2	.4	1.8	1.6	1.1	.9	.8	.6	1.5	.2	.0	.3	.1	2.1	4.0	2.2	1.0
150.	3.3	.8	3.0	2.1	.4	1.5	1.8	1.1	.9	.5	.6	1.3	.2	.0	.3	.0	2.0	3.4	2.0	1.1
155.	2.5	1.0	3.1	2.0	.5	1.4	1.8	1.1	1.0	.6	.7	1.3	.1	.0	.2	.0	1.3	2.8	1.9	1.4
160.	1.4	1.4	3.6	2.0	.4	1.0	1.8	1.7	1.0	.5	.7	1.3	.1	.1	.2	.0	1.1	1.8	2.3	1.8
165.	.9	1.9	3.9	2.4	.6	.7	1.8	1.9	1.0	.6	.5	1.3	.1	.1	.1	.0	.9	1.4	2.5	2.1
170.	.5	2.2	4.3	2.7	.8	.3	1.9	1.9	1.0	.6	.4	1.3	.1	.2	.1	.0	.9	.9	2.8	2.3

175.	*	.2	2.5	4.6	2.9	1.2	.2	1.5	2.0	.9	.5	.2	1.3	.1	.3	.1	.0	.9	1.1	2.9	2.5
180.	*	.1	2.7	4.5	2.7	1.5	.3	1.5	2.1	.9	.5	.4	1.4	.2	.3	.0	.0	.9	1.0	3.0	2.7
185.	*	.1	2.7	4.4	2.6	1.7	.3	1.6	2.1	1.0	.5	.7	1.4	.3	.3	.0	.0	.8	1.0	2.6	2.8
190.	*	.1	2.5	4.3	2.6	1.7	.3	1.7	1.9	1.0	.5	.7	1.4	.2	.3	.0	.0	.7	1.0	2.6	3.1
195.	*	.1	2.5	4.2	2.5	1.6	.3	1.9	1.7	1.0	.5	.7	1.4	.2	.3	.0	.0	.6	1.0	2.6	3.0
200.	*	.1	2.4	4.0	2.5	1.6	.6	2.5	1.6	1.0	.5	.7	1.4	.3	.3	.0	.0	.6	1.1	2.3	3.4
205.	*	.1	2.3	3.9	2.3	1.5	1.0	2.4	1.6	.9	.5	.7	1.4	.3	.3	.0	.0	.7	1.1	2.5	3.3

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210.	*	.1	2.3	3.8	2.5	1.4	1.1	2.3	1.9	.9	.5	.7	1.4	.3	.3	.0	.0	.6	1.1	2.1	3.2
215.	*	.2	2.3	3.6	2.5	1.4	1.1	2.2	2.0	.8	.5	.7	1.4	.3	.2	.0	.1	.6	.9	2.1	3.0
220.	*	.2	2.3	3.5	2.8	1.4	1.1	2.0	1.8	.9	.5	.7	1.4	.3	.2	.0	.1	.9	.8	2.0	3.0
225.	*	.3	2.2	3.6	2.9	1.4	1.1	2.1	2.2	.9	.5	.7	1.2	.3	.2	.0	.1	.8	.7	2.2	3.1
230.	*	.3	2.3	3.2	3.0	1.4	1.1	2.0	2.3	.9	.5	.7	1.2	.2	.2	.0	.1	.8	.9	2.2	3.3
235.	*	.3	2.3	3.4	3.1	1.5	1.1	2.0	2.4	.9	.5	.7	1.1	.2	.2	.0	.1	.6	.7	2.1	3.1
240.	*	.3	2.3	3.4	3.1	1.5	.9	2.1	2.6	.9	.4	.7	1.1	.3	.2	.0	.1	.4	.9	2.2	3.2
245.	*	.4	2.2	3.8	2.9	1.5	.9	2.4	2.7	.9	.3	.6	1.2	.4	.2	.0	.2	.2	.7	2.0	2.7
250.	*	.4	2.2	3.9	2.7	1.5	1.0	2.5	2.7	.9	.2	.5	1.1	.3	.2	.0	.3	.4	.6	1.9	2.5
255.	*	.6	2.3	3.6	3.1	1.8	1.2	2.5	2.7	.8	.1	.4	.9	.6	.2	.0	.5	.3	.4	1.7	2.5
260.	*	.7	2.6	3.1	2.7	2.2	1.5	1.4	1.7	.7	.0	.2	.8	.8	.2	.0	.5	.2	.3	1.7	2.3
265.	*	1.2	2.9	2.9	2.5	2.5	2.0	1.2	1.5	.4	.0	.2	.5	.9	.2	.0	.8	.0	.3	1.6	2.3
270.	*	1.3	3.0	2.8	2.2	3.0	2.3	1.6	1.4	.4	.0	.2	.4	1.1	.2	.0	1.1	.0	.3	1.7	2.3
275.	*	1.7	3.7	2.6	2.1	3.4	1.8	1.2	1.7	.2	.0	.2	.4	1.3	.3	.1	1.5	.0	.3	1.7	2.3
280.	*	2.1	3.8	2.3	1.8	4.3	3.2	1.1	1.5	.1	.0	.2	.1	1.4	.4	.2	1.5	.0	.3	1.7	2.4
285.	*	2.3	4.5	2.4	1.7	4.0	3.6	1.1	1.1	.0	.0	.2	.0	1.5	.7	.3	1.5	.0	.3	1.8	2.6
290.	*	2.0	4.3	2.4	2.0	3.6	3.4	1.1	1.1	.0	.0	.2	.0	1.7	.9	.5	1.5	.0	.3	1.8	2.7
295.	*	2.1	4.7	2.5	2.2	3.6	3.4	1.1	1.1	.0	.0	.3	.0	1.7	.9	.6	1.6	.0	.3	1.9	2.8
300.	*	1.9	5.0	2.6	2.3	3.6	3.4	1.1	.8	.0	.0	.3	.0	1.6	.9	.7	1.7	.0	.3	1.9	2.9
305.	*	1.8	5.1	2.7	2.5	3.9	3.4	.9	.3	.0	.0	.3	.0	1.4	.8	.7	1.5	.0	.3	1.9	2.9
310.	*	2.1	5.0	2.8	2.4	4.2	2.8	.3	.3	.0	.0	.2	.0	1.3	1.0	.7	1.5	.0	.3	1.9	2.8
315.	*	2.0	5.0	2.9	2.2	3.6	2.2	.0	.3	.0	.0	.2	.0	1.5	1.0	.7	1.4	.0	.3	1.8	2.7
320.	*	2.3	4.7	2.5	2.1	3.4	1.8	.0	.3	.0	.0	.2	.0	1.5	.7	.5	1.2	.0	.4	1.4	2.5
325.	*	2.5	4.4	2.2	1.6	3.5	1.8	.1	.3	.0	.1	.2	.0	1.5	.5	.6	1.1	.1	.7	1.4	2.0
330.	*	2.9	4.3	1.7	.9	3.1	1.7	.1	.3	.0	.1	.2	.0	1.5	.9	.6	1.1	.1	1.0	1.3	1.5
335.	*	4.0	4.0	1.8	.8	2.5	1.9	.2	.2	.0	.1	.1	.0	1.5	.9	.6	1.1	.2	1.5	1.3	1.1
340.	*	4.9	3.5	1.4	.6	2.3	1.9	.4	.0	.0	.1	.1	.0	1.4	.7	.6	1.1	.5	2.1	1.3	.9
345.	*	5.6	3.4	1.2	.2	2.4	1.9	.4	.0	.0	.2	.0	.0	1.4	.7	.4	1.1	.6	2.8	1.4	.6
350.	*	6.1	3.3	1.3	.0	2.0	2.0	.5	.0	.0	.2	.0	.0	1.4	.7	.4	1.1	1.2	3.2	1.5	.3
355.	*	6.3	3.3	1.3	.0	1.8	1.8	.5	.0	.0	.2	.0	.0	1.4	.7	.8	1.0	1.5	3.6	1.7	.0
MAX	*	6.3	5.1	4.6	3.1	4.3	3.6	2.5	2.7	2.3	1.7	1.9	2.7	3.3	1.8	2.3	3.0	2.7	4.7	3.0	3.4
DEGR.	*	355	305	175	235	280	285	200	245	110	115	125	120	80	35	60	75	130	130	180	200

JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51	REC52
0.	.0	1.8	1.1	2.1	.3	.7	.0	.0	1.1	.6	1.3	2.0
5.	.0	1.8	1.0	2.0	.3	.7	.0	.0	1.1	.6	1.7	2.0
10.	.0	1.8	1.0	1.8	.3	.7	.0	.0	1.1	.6	1.6	2.0
15.	.0	1.7	1.0	1.8	.3	.5	.0	.0	1.1	.6	1.7	2.0
20.	.0	1.7	1.0	1.9	.3	.5	.0	.0	1.1	.6	2.0	2.0
25.	.0	1.6	1.0	2.0	.3	.5	.0	.0	1.1	.6	2.0	2.0
30.	.0	1.6	1.0	1.9	.3	.5	.0	.0	1.3	.6	2.0	1.9
35.	.0	1.5	.9	1.9	.3	.5	.0	.0	1.3	.6	1.9	2.0
40.	.0	1.7	.9	1.9	.3	.5	.0	.0	1.4	.6	2.0	1.9
45.	.0	1.7	.8	1.7	.3	.4	.0	.0	1.5	.7	2.2	2.0
50.	.0	1.8	1.0	1.6	.3	.4	.0	.0	1.5	.7	2.2	2.2
55.	.0	1.8	.8	1.7	.3	.4	.0	.0	1.6	.6	2.3	2.0
60.	.0	1.8	.7	1.5	.3	.4	.0	.0	1.7	.6	2.2	1.8
65.	.0	1.9	.4	1.3	.3	.4	.0	.0	1.8	.5	2.1	1.9
70.	.0	2.0	.6	1.1	.3	.4	.0	.0	1.8	.5	2.1	1.9
75.	.0	2.1	.7	1.0	.3	.4	.0	.1	1.6	.3	1.9	2.0
80.	.1	2.1	.5	1.0	.4	.4	.0	.1	1.5	.1	1.9	2.0
85.	.3	1.8	.1	.8	.6	.4	.0	.4	1.3	.0	1.7	1.9
90.	.5	1.6	.2	.8	.9	.4	.0	.6	1.0	.0	1.6	1.4
95.	1.1	1.0	.4	.8	1.2	.4	.0	1.1	.8	.0	1.6	1.6
100.	1.3	.9	.4	1.1	1.4	.8	.3	1.1	.5	.0	1.6	1.3
105.	1.5	.5	.5	1.2	1.4	.8	.3	1.2	.4	.0	1.9	1.0
110.	1.2	.6	.5	1.3	1.3	1.1	.7	1.4	.2	.0	1.9	1.0
115.	1.7	.6	.2	1.4	1.2	1.2	.7	1.3	.2	.0	1.9	.9
120.	2.0	.6	.3	1.4	1.3	1.2	.7	1.4	.1	.0	2.0	1.0
125.	2.0	.6	.5	1.6	1.6	1.0	.7	1.3	.1	.0	2.0	1.1
130.	2.0	.2	.6	1.6	1.7	1.0	.7	1.3	.1	.0	2.2	1.0
135.	2.0	.2	.7	1.5	1.7	1.1	.7	1.1	.1	.0	2.2	1.0
140.	1.8	.4	.8	1.2	1.9	1.5	.5	1.1	.1	.1	2.4	.9
145.	1.9	.4	.9	.9	2.2	1.7	.7	1.1	.1	.1	2.4	.9
150.	2.0	.3	.9	.9	2.4	1.4	1.2	1.1	.1	.4	2.0	.8
155.	1.9	.3	.9	.8	2.3	1.5	1.4	1.0	.1	.9	1.8	.5
160.	1.9	.3	.9	.8	1.8	1.6	1.5	1.1	.1	1.3	1.4	.2
165.	2.0	.3	1.1	1.3	1.5	1.7	1.4	1.1	.5	1.4	1.0	.1

170.	*	2.2	.4	1.2	1.4	1.5	1.3	1.5	1.5	.8	1.8	.6	.3
175.	*	2.4	.7	1.4	1.5	1.7	.8	1.4	1.9	.9	1.9	.3	.3
180.	*	2.8	.9	1.9	1.7	1.7	.7	1.3	1.9	.9	1.9	.3	.3
185.	*	2.8	1.1	2.0	1.8	1.6	.6	1.2	1.8	.9	2.0	.3	.3
190.	*	2.8	1.1	2.0	1.8	1.9	.7	1.0	1.8	1.0	2.0	.3	.3
195.	*	2.7	1.1	1.9	1.7	2.3	1.1	1.0	1.8	1.0	2.0	.3	.6
200.	*	2.7	1.1	1.9	1.7	2.3	1.4	1.3	1.8	1.0	2.1	.3	1.0
205.	*	2.7	1.2	2.0	1.7	2.4	1.5	1.9	1.7	1.0	2.0	.5	1.1

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51	REC52
210.	*	2.8	1.2	1.9	1.7	2.0	1.5	1.8	1.8	1.1	2.0	.9	1.1
215.	*	2.7	1.1	1.9	1.7	2.1	1.5	1.8	2.4	1.2	2.2	1.1	1.1
220.	*	2.6	1.1	1.7	1.6	2.1	1.4	1.9	2.5	1.7	2.7	1.1	1.1
225.	*	2.6	1.1	1.6	1.6	2.1	1.3	1.9	2.5	1.7	2.8	1.1	1.1
230.	*	2.8	1.1	1.6	1.5	2.1	1.4	2.0	2.3	1.7	2.7	1.1	1.1
235.	*	2.9	1.2	1.6	1.5	2.3	1.6	2.1	2.1	1.7	2.7	1.1	1.1
240.	*	2.9	1.2	1.7	1.6	2.4	1.7	2.1	2.1	1.8	2.7	1.1	.9
245.	*	3.0	1.2	1.7	1.6	2.6	1.6	2.0	2.1	1.8	2.7	1.1	.9
250.	*	3.0	1.2	1.7	1.6	2.6	.9	2.0	2.4	1.9	2.5	1.1	1.0
255.	*	2.9	1.3	1.6	1.5	2.5	.4	1.0	2.4	2.2	2.4	.9	1.2
260.	*	3.0	1.7	1.6	1.5	1.8	.8	.8	1.6	2.5	2.3	.8	1.8
265.	*	2.0	2.2	1.7	1.5	1.5	1.2	1.2	1.6	2.5	2.6	.8	2.2
270.	*	2.3	2.6	1.9	1.7	1.5	1.0	1.4	1.2	1.9	2.7	1.1	2.4
275.	*	2.0	3.0	2.0	1.9	1.3	1.1	1.2	1.8	2.1	2.5	1.1	2.4
280.	*	1.7	3.8	2.1	1.9	1.4	1.1	1.2	1.7	3.1	2.1	.8	3.3
285.	*	1.6	3.4	2.4	1.9	1.4	1.1	1.3	1.1	2.8	3.0	1.5	3.4
290.	*	1.6	3.4	3.5	2.5	1.5	1.1	1.6	1.1	2.6	3.0	1.5	3.2
295.	*	1.6	3.3	3.6	2.9	1.4	1.1	1.6	1.1	2.7	3.0	1.6	4.0
300.	*	1.6	3.3	3.5	3.0	1.3	1.1	1.1	.4	2.3	2.9	1.6	4.0
305.	*	1.6	3.6	3.4	3.1	1.2	.4	.5	.3	1.6	2.7	2.1	3.8
310.	*	1.5	3.5	3.6	3.8	.6	.2	.5	.3	1.6	1.8	2.1	3.5
315.	*	1.5	3.5	3.6	3.5	.3	.1	.6	.3	1.6	1.5	1.6	2.6
320.	*	1.1	3.4	3.1	3.3	.1	.1	.6	.3	1.6	1.5	1.1	2.2
325.	*	.6	3.0	2.9	3.4	.0	.1	.6	.1	1.6	1.3	1.0	1.9
330.	*	.5	2.6	2.5	3.5	.0	.3	.6	.0	1.3	1.2	1.2	1.7
335.	*	.3	2.4	2.0	3.3	.0	.4	.5	.0	1.2	1.1	1.3	1.7
340.	*	.0	2.0	2.0	2.5	.0	.5	.4	.0	1.1	1.0	1.1	1.7
345.	*	.0	1.8	1.9	2.3	.1	.6	.3	.0	1.1	.8	1.1	1.7
350.	*	.0	1.8	1.5	1.9	.2	.6	.1	.0	1.1	.6	1.2	1.9
355.	*	.0	1.8	1.1	1.9	.3	.7	.1	.0	1.1	.6	1.2	2.0
MAX	*	3.0	3.8	3.6	3.8	2.6	1.7	2.1	2.5	3.1	3.0	2.4	4.0

DEGR. * 245 280 310 310 245 145 235 225 280 285 140 295
THE HIGHEST CONCENTRATION IS 6.70 AT 140 DEGREES FROM REC20.

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action
DATE: 02/02/2005 TIME: 22:22
RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR
* CO/LINK (PPM)
* ANGLE (DEGREES)

LINK #	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
	115	110	105	135	175	250	140	225	70	75	300	285	300	285	110	70	75	105	75	140
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
13	.1	.1	.2	.2	.2	.2	.0	.2	.1	.2	.3	.3	.3	.2	.1	.1	.2	.2	.4	.2
14	.1	.1	.2	.2	.2	.2	.0	.2	.1	.2	.3	.3	.3	.2	.1	.1	.2	.2	.4	.2
15	.0	.0	.0	.0	.0	.0	.0	.0	.1	.3	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0
16	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
31	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
33	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

36	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
38	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
39	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
40	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.1	.0	.0
41	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.1	.0	.0
42	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.1	.0	.0
43	.0	.0	.1	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1	.0
44	.2	.2	.2	.2	.2	.2	.0	.0	.3	.3	.3	.3	.1	.1	.2	.3	.4	.3	.3	.2
45	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

* CO/LINK (PPM)
* ANGLE (DEGREES)

LINK #	REC1 115	REC2 110	REC3 105	REC4 135	REC5 175	REC6 250	REC7 140	REC8 225	REC9 70	REC10 75	REC11 300	REC12 285	REC13 300	REC14 285	REC15 110	REC16 70	REC17 75	REC18 105	REC19 75	REC20 140
46	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
47	.1	.1	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.1	.0	.1	.1	.4	.0
48	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.0	.2	.1	.2	.0
49	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0
50	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
58	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
59	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
60	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
61	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
65	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
66	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
67	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
68	.0	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
69	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.1	.0	.0
70	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.1	.0	.0
71	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0	.3	.0	.0
72	.0	.0	.0	.0	.0	.0	.0	.0	.3	.2	.0	.0	.0	.0	.1	.2	.4	.0	.0	.0
73	.1	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.1	.2	.3	.0	.0	.0
74	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
75	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1

76	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
77	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
79	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
80	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
81	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0
82	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0
83	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
84	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85	.0	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
86	.0	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
87	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
88	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
89	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
90	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0
91	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0
92	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.1	.0
93	.0	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.1	.1	.1	.0	.0
94	.0	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.1	.1	.1	.0	.0
95	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.0	.0
96	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
97	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
98	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

* CO/LINK (PPM)
* ANGLE (DEGREES)

LINK #	REC1 115	REC2 110	REC3 105	REC4 135	REC5 175	REC6 250	REC7 140	REC8 225	REC9 70	REC10 75	REC11 300	REC12 285	REC13 300	REC14 285	REC15 110	REC16 70	REC17 75	REC18 105	REC19 75	REC20 140
99	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
100	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
101	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
102	.1	.1	.1	.2	.5	.0	.0	.1	.0	.0	.1	.1	.0	.0	.1	.0	.0	.1	.1	.2
103	.1	.1	.1	.2	.3	.0	.0	.1	.0	.0	.1	.1	.0	.0	.1	.0	.0	.1	.1	.2
104	.1	.1	.1	.2	.3	.0	.0	.1	.0	.0	.1	.1	.0	.0	.1	.0	.0	.1	.1	.2
105	.1	.1	.1	.2	.2	.1	.0	.1	.0	.0	.1	.1	.0	.0	.1	.0	.0	.1	.1	.2
106	.0	.0	.1	.0	.0	.1	.0	.0	.1	.1	.2	.1	.1	.1	.0	.1	.1	.0	.1	.0
107	.0	.0	.1	.0	.0	.1	.0	.0	.1	.1	.2	.1	.1	.1	.0	.1	.1	.0	.1	.0
108	.0	.0	.1	.0	.0	.1	.0	.0	.1	.1	.2	.1	.1	.1	.0	.1	.1	.0	.1	.0
109	.0	.0	.1	.0	.0	.1	.0	.0	.1	.1	.2	.1	.1	.1	.0	.1	.1	.0	.1	.0
110	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
111	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
112	.0	.0	.2	.5	.0	.1	.0	.0	.1	.1	.2	.1	.1	.1	.0	.1	.1	.0	.0	.4
113	.0	.0	.1	.2	.0	.1	.0	.0	.1	.1	.2	.1	.1	.1	.0	.1	.1	.0	.0	.2
114	.0	.0	.1	.1	.0	.1	.0	.0	.1	.1	.2	.1	.1	.1	.0	.1	.1	.0	.1	.1
115	.0	.0	.1	.1	.0	.1	.0	.0	.1	.1	.2	.1	.1	.1	.0	.1	.1	.0	.1	.0

116	*	.1	.1	.1	.7	.2	.1	.0	.1	.0	.0	.0	.1	.0	.0	.1	.0	.0	.1	.1	1.2
117	*	.1	.1	.1	.6	.2	.1	.0	.1	.0	.0	.0	.1	.0	.0	.1	.0	.0	.1	.1	1.0
118	*	.1	.1	.1	.5	.2	.1	.0	.1	.0	.0	.0	.1	.0	.0	.1	.0	.0	.1	.1	.8
119	*	.1	.1	.1	.3	.2	.1	.0	.1	.0	.0	.0	.1	.0	.0	.1	.0	.0	.1	.1	.6

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

DATE: 02/02/2005 TIME: 22:22

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO/LINK (PPM)

* ANGLE (DEGREES)

LINK #	*	REC21 355	REC22 305	REC23 175	REC24 235	REC25 280	REC26 285	REC27 200	REC28 245	REC29 110	REC30 115	REC31 125	REC32 120	REC33 80	REC34 35	REC35 60	REC36 75	REC37 130	REC38 130	REC39 180	REC40 200
1	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0
2	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	*	.0	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
6	*	.0	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
7	*	.0	.0	.0	.0	.0	.4	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8	*	.0	.0	.0	.0	.0	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	*	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
12	*	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
13	*	.3	.3	.2	.2	.4	.5	.2	.2	.1	.1	.1	.1	.3	.0	.1	.1	.1	.1	.1	.1
14	*	.3	.3	.2	.2	.3	.4	.2	.2	.1	.1	.1	.1	.3	.0	.1	.1	.1	.1	.1	.1
15	*	.0	.2	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0
16	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
17	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
18	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
19	*	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4
20	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
22	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
24	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
25	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
26	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
27	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
28	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
29	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
31	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
33	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

34	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
37	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
38	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
39	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
40	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.1	.0	.0	.0	.0
41	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.1	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.2	.2	.3	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
44	.2	.3	.2	.3	.3	.3	.0	.1	.2	.2	.2	.3	.3	.2	.2	.3	.2	.2	.1	.1
45	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

* CO/LINK (PPM)
* ANGLE (DEGREES)

LINK #	REC21 355	REC22 305	REC23 175	REC24 235	REC25 280	REC26 285	REC27 200	REC28 245	REC29 110	REC30 115	REC31 125	REC32 120	REC33 80	REC34 35	REC35 60	REC36 75	REC37 130	REC38 130	REC39 180	REC40 200
46	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
47	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.3	.1	.1	.0	.0	.0	.0	.0
48	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.3	.1	.1	.0	.0	.0	.0	.0
49	.0	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
50	.0	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
54	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
55	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
56	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
58	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
59	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
61	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
65	.0	.0	.0	.2	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
66	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
67	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
68	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0
69	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.1	.0	.0	.0	.0
70	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.1	.0	.0	.0	.0
71	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.3	.0	.0	.0	.1	.0	.0	.0	.0
72	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.3	.1	.1	.1	.0	.0	.0	.0
73	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0

74	*	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
75	*	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76	*	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
77	*	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
79	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
80	*	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
81	*	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
82	*	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
83	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
84	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
86	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
87	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
88	*	.0	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
89	*	.0	.0	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
90	*	.0	.1	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
91	*	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
92	*	.0	.1	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
93	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.0	.0
94	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0
95	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.0	.0	.0	.0	.0
96	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
97	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
98	*	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

* CO/LINK (PPM)
* ANGLE (DEGREES)

LINK #	*	REC21 355	REC22 305	REC23 175	REC24 235	REC25 280	REC26 285	REC27 200	REC28 245	REC29 110	REC30 115	REC31 125	REC32 120	REC33 80	REC34 35	REC35 60	REC36 75	REC37 130	REC38 130	REC39 180	REC40 200
99	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
100	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
101	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
102	*	.0	.3	.8	.1	.1	.0	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.1	.2	.4	.2
103	*	.0	.2	.6	.1	.1	.0	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.1	.2	.3	.2
104	*	.0	.1	.4	.1	.1	.0	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.1	.2	.2	.2
105	*	.0	.1	.3	.1	.1	.0	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.2	.2	.2	.1
106	*	.2	.4	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.0	.1	.0
107	*	.2	.3	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.1	.0	.0
108	*	.2	.3	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.1	.0	.0
109	*	.2	.2	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.1	.0	.0
110	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
111	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
112	*	1.3	.2	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	.8	.0	.0
113	*	1.0	.2	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	.5	.0	.0

114	*	.8	.2	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	.3	.0	.0
115	*	.5	.2	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	.2	.0	.0
116	*	.1	.0	.2	.1	.1	.0	.0	.1	.1	.1	.1	.1	.1	.0	.0	.0	.2	.3	.2	.1
117	*	.0	.0	.2	.1	.1	.0	.1	.1	.1	.1	.1	.1	.1	.0	.0	.0	.2	.3	.2	.1
118	*	.0	.0	.2	.1	.1	.0	.1	.1	.1	.1	.1	.1	.1	.0	.0	.0	.2	.3	.2	.1
119	*	.0	.0	.2	.1	.1	.0	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.2	.2	.2	.1

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

DATE: 02/02/2005 TIME: 22:22

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING

THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

* CO/LINK (PPM)

* ANGLE (DEGREES)

LINK #	*	REC41 245	REC42 280	REC43 310	REC44 310	REC45 245	REC46 145	REC47 235	REC48 225	REC49 280	REC50 285	REC51 140	REC52 295
1	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	*	.1	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
6	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
8	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
9	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
12	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
13	*	.2	.4	.2	.2	.2	.0	.2	.0	.2	.2	.0	.4
14	*	.2	.3	.2	.2	.3	.0	.2	.0	.2	.2	.0	.4
15	*	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
16	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
17	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
18	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
19	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
20	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.3	.2	.0
27	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.2	.3	.0
28	*	.0	.0	.0	.0	.0	.1	.0	.1	.0	.2	.4	.0
29	*	.0	.0	.0	.0	.0	.1	.0	.1	.0	.2	.6	.0
30	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.1	.2	.0
31	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

32	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
33	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
34	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
35	*	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
36	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
37	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
38	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
39	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
40	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
41	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
42	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
43	*	.0	.0	.0	.0	.2	.1	.1	.3	.3	.1	.0	.2
44	*	.3	.3	.2	.2	.3	.0	.1	.0	.1	.2	.0	.3
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	*	REC41 245	REC42 280	REC43 310	REC44 310	REC45 245	REC46 145	REC47 235	REC48 225	REC49 280	REC50 285	REC51 140	REC52 295
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
47	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
48	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
49	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
50	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
51	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2
52	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
53	*	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1
54	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
55	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
57	*	.0	.0	.0	.0	.0	.1	.0	.1	.1	.2	.2	.0
58	*	.0	.0	.0	.0	.0	.1	.0	.1	.1	.1	.2	.0
59	*	.0	.0	.0	.0	.0	.1	.0	.1	.1	.1	.3	.0
60	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
61	*	.0	.0	.0	.0	.0	.1	.0	.3	.0	.0	.0	.0
62	*	.0	.0	.0	.0	.0	.1	.0	.2	.0	.0	.0	.0
63	*	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
64	*	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
65	*	.2	.0	.0	.0	.3	.0	.1	.0	.1	.0	.0	.1
66	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
67	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
68	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
69	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
71	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

72	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
73	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
74	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
75	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
77	*	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.0	.0	.0	.0	.0	.0	.1	.4	.0	.0	.0
79	*	.0	.0	.0	.0	.0	.0	.0	.1	.3	.0	.0	.0
80	*	.0	.1	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0
81	*	.0	.1	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
82	*	.0	.1	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0
83	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
84	*	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0
85	*	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0
86	*	.0	.0	.0	.0	.0	.3	.1	.0	.0	.0	.0	.0
87	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
88	*	.0	.0	.0	.0	.1	.0	.1	.0	.1	.0	.0	.0
89	*	.0	.0	.0	.0	.1	.0	.1	.0	.1	.0	.0	.1
90	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
91	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
92	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
93	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
94	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
95	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
96	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
97	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
98	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25 Alameda Interchange Area RUN: 2025 No Action

LINK #	*	CO/LINK (PPM) ANGLE (DEGREES) REC41 245	REC42 280	REC43 310	REC44 310	REC45 245	REC46 145	REC47 235	REC48 225	REC49 280	REC50 285	REC51 140	REC52 295
99	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
100	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
101	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
102	*	.1	.1	.0	.2	.1	.0	.1	.1	.0	.0	.0	.0
103	*	.1	.1	.0	.1	.1	.0	.1	.1	.0	.0	.0	.0
104	*	.1	.1	.0	.1	.1	.0	.1	.1	.0	.0	.0	.0
105	*	.1	.1	.0	.1	.1	.0	.1	.1	.0	.0	.0	.0
106	*	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
107	*	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
108	*	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
109	*	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.1
110	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
111	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0

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 112  *    .0    .1    .1    .2    .0    .0    .0    .0    .1    .1    .0    .1
 113  *    .0    .1    .1    .2    .0    .0    .0    .0    .1    .1    .0    .1
 114  *    .0    .1    .1    .2    .0    .0    .0    .0    .1    .1    .0    .1
 115  *    .0    .1    .1    .2    .0    .0    .0    .0    .1    .1    .0    .1
 116  *    .1    .0    .0    .0    .1    .0    .1    .1    .0    .0    .0    .0
 117  *    .1    .0    .0    .0    .1    .0    .1    .1    .0    .0    .0    .0
 118  *    .1    .1    .0    .0    .1    .0    .1    .1    .0    .0    .0    .0
 119  *    .1    .1    .0    .0    .1    .0    .1    .1    .0    .0    .0    .0

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1                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992                  PAGE  1
                             (Modified by Balloffet & Associates, April, 1994)
                                       POLLUTANT MODELLED: CARBON MONOXIDE
      JOB: I-25/Alameda System Alt 1                                 RUN: 2025 WEST SIDE
      DATE: 02/02/2005   TIME: 22:33
       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 cm/s      VD =    .0 cm/s       Z0 = 175. cm         TMPC =  2.0Deg C     ALT =1609.0 m
        U =  1.0 m/s        CLAS =   4  (D)     ATIM =  60. Minutes     MIXH =  1000. m   AMB =   .0 ppm
       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH  BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)  (DEG)           (G/MI)  (FT) (FT)       (VEH)
      ------------------------*----------------------------------------*--------------------------------------------------------
       1. eb alameda 1a Que   *    408.0     719.0    -479.5     734.2 *     888.   271. AG     89. 100.0    .0 12.0 1.07  45.1
       2. eb alameda 1b Que   *    408.0     707.0    -479.5     722.2 *     888.   271. AG     89. 100.0    .0 12.0 1.07  45.1
       3. eb alameda 2a Que   *    955.0     710.0     882.4     709.6 *      73.   270. AG     41. 100.0    .0 12.0  .48   3.7
       4. eb alameda 2b Que   *    957.0     698.0     884.4     696.8 *      73.   269. AG     41. 100.0    .0 12.0  .48   3.7
       5. eb alameda 2c Que   *    957.0     686.0     884.4     684.8 *      73.   269. AG     41. 100.0    .0 12.0  .48   3.7
       6. eb alameda 3a Que   *   1298.0     719.0    1074.8     717.0 *     223.   269. AG     98. 100.0    .0 12.0  .91  11.3
       7. eb alameda 3b Que   *   1300.0     707.0    1076.9     701.2 *     223.   269. AG     98. 100.0    .0 12.0  .91  11.3
       8. eb alameda 4a Que   *   1668.0     723.0    1536.2     720.1 *     132.   269. AG     55. 100.0    .0 12.0  .74   6.7
       9. eb alameda 4b Que   *   1673.0     711.0    1541.2     708.2 *     132.   269. AG     55. 100.0    .0 12.0  .74   6.7
      10. eb alameda lta Que  *    415.0     734.0     407.6     734.0 *       7.   270. AG    161. 100.0    .0 12.0  .31    .4
      11. eb alameda ltb1 Que *    934.0     735.0     385.7     727.1 *     548.   269. AG    139. 100.0    .0 12.0 1.15  27.9
      12. eb alameda ltb2 Que *    934.0     723.0     385.7     715.1 *     548.   269. AG    139. 100.0    .0 12.0 1.15  27.9
      13. eb alameda ltc1 Que *   1290.0     742.0    1235.0     741.8 *      55.   270. AG     98. 100.0    .0 12.0  .30   2.8
      14. eb alameda ltc2 Que *   1293.0     730.0    1238.0     729.8 *      55.   270. AG     98. 100.0    .0 12.0  .30   2.8
      15. eb alameda ltd1 Que *   1663.0     741.0    1120.6     747.0 *     542.   271. AG    150. 100.0    .0 12.0 1.27  27.6
      16. eb alameda ltd2 Que *   1662.0     732.0    1119.6     732.0 *     542.   270. AG    150. 100.0    .0 12.0 1.27  27.6
      17. eb alameda rtc Que  *   1305.0     695.0     531.5     675.7 *     774.   269. AG     84. 100.0    .0 12.0 1.06  39.3
      18. kal 1a Que          *   1297.0     800.0    1223.2     982.8 *     197.   338. AG    102. 100.0    .0 12.0  .88  10.0
      19. kal 1b Que          *   1312.0     800.0    1238.2     982.8 *     197.   338. AG    102. 100.0    .0 12.0  .88  10.0
      20. kal 1c Que          *   1324.0     800.0    1250.2     982.8 *     197.   338. AG    102. 100.0    .0 12.0  .88  10.0
      21. kal lt Que          *   1331.0     817.0    1287.9     925.7 *     117.   338. AG    102. 100.0    .0 12.0  .65   5.9
      22. kal rt Que          *   1276.0     817.0     963.5    1580.7 *     825.   338. AG     84. 100.0    .0 12.0 1.07  41.9
      23. nb lipan Que        *    460.0     682.0     461.1     597.6 *      84.   179. AG     28. 100.0    .0 12.0  .48   4.3
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24. nb lipan rt Que	*	472.0	682.0	473.0	618.3	*	64.	179.	AG	28.	100.0	.0	12.0	.39	3.2
25. nb river rt Que	*	742.0	676.0	950.1	67.0	*	644.	161.	AG	33.	100.0	.0	12.0	1.15	32.7
26. off 1 Que	*	935.0	815.0	779.7	1224.3	*	438.	339.	AG	46.	100.0	.0	12.0	1.08	22.2
27. off 2 Que	*	947.0	815.0	792.7	1224.7	*	438.	339.	AG	46.	100.0	.0	12.0	1.08	22.2
28. sb lipan lt Que	*	444.0	797.0	442.3	1233.2	*	436.	360.	AG	34.	100.0	.0	12.0	1.08	22.2
29. sb lipan Que	*	431.0	796.0	430.8	827.0	*	31.	360.	AG	28.	100.0	.0	12.0	.18	1.6
30. wb alameda 1a Que	*	1736.0	756.0	2091.9	753.0	*	356.	90.	AG	54.	100.0	.0	12.0	1.00	18.1
31. wb alameda 1b Que	*	1731.0	768.0	2086.9	765.1	*	356.	90.	AG	54.	100.0	.0	12.0	1.00	18.1
32. wb alameda 2a Que	*	1374.0	768.0	1716.1	768.0	*	342.	90.	AG	77.	100.0	.0	12.0	1.00	17.4
33. wb alameda 2b Que	*	1374.0	780.0	1716.1	780.0	*	342.	90.	AG	77.	100.0	.0	12.0	1.00	17.4
34. wb alameda 2c Que	*	1367.0	792.0	1709.1	788.3	*	342.	91.	AG	77.	100.0	.0	12.0	1.00	17.4
35. wb alameda 3a Que	*	1035.0	767.0	1355.8	770.0	*	321.	89.	AG	71.	100.0	.0	12.0	.99	16.3
36. wb alameda 3b Que	*	1023.0	779.0	1343.8	781.7	*	321.	90.	AG	71.	100.0	.0	12.0	.99	16.3
37. wb alameda 3c Que	*	1023.0	791.0	1343.8	793.7	*	321.	90.	AG	71.	100.0	.0	12.0	.99	16.3
38. wb alameda 4a Que	*	498.0	752.0	794.7	763.1	*	297.	88.	AG	66.	100.0	.0	12.0	.97	15.1
39. wb alameda 4b Que	*	498.0	764.0	794.7	775.1	*	297.	88.	AG	66.	100.0	.0	12.0	.97	15.1
40. wb alameda 4c Que	*	498.0	776.0	794.7	787.1	*	297.	88.	AG	66.	100.0	.0	12.0	.97	15.1
41. wb alameda ltb Que	*	1367.0	757.0	1921.2	747.1	*	554.	91.	AG	143.	100.0	.0	12.0	1.18	28.2
42. wb alameda ltd Que	*	494.0	739.0	971.1	765.1	*	478.	87.	AG	130.	100.0	.0	12.0	1.08	24.3
43. wb alameda rtc Que	*	1036.0	806.0	1181.4	807.5	*	145.	89.	AG	71.	100.0	.0	12.0	.78	7.4
44. eb alameda 1a Apr	*	453.0	719.0	.0	726.0	*	453.	271.	AG	793.	6.7	.0	32.0		

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE
DATE: 02/02/2005 TIME: 22:33

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. eb alameda 1b Apr	*	453.0	707.0	.0	714.0	*	453.	271.	AG	793.	6.7	.0	32.0		
46. eb alameda 2a Apr	*	1047.0	714.0	781.0	709.0	*	266.	269.	AG	760.	6.7	.0	32.0		
47. eb alameda 2b Apr	*	1023.0	701.0	773.0	695.0	*	250.	269.	AG	760.	6.7	.0	32.0		
48. eb alameda 2c Apr	*	1023.0	689.0	773.0	683.0	*	250.	269.	AG	760.	6.7	.0	32.0		
49. eb alameda 3a Apr	*	1345.0	720.0	1186.0	718.0	*	159.	269.	AG	773.	6.7	.0	32.0		
50. eb alameda 3b Apr	*	1349.0	708.0	1185.0	704.0	*	164.	269.	AG	773.	6.7	.0	32.0		
51. eb alameda 4a Apr	*	1701.0	724.0	1531.0	720.0	*	170.	269.	AG	778.	6.7	.0	32.0		
52. eb alameda 4b Apr	*	1708.0	712.0	1530.0	708.0	*	178.	269.	AG	778.	6.7	.0	32.0		
53. kal 1a Apr	*	1321.0	744.0	1115.0	1251.0	*	547.	338.	AG	925.	6.7	.0	32.0		
54. kal 1b Apr	*	1335.0	744.0	1130.0	1251.0	*	547.	338.	AG	925.	6.7	.0	32.0		
55. kal 1c Apr	*	1348.0	744.0	1142.0	1251.0	*	547.	338.	AG	925.	6.7	.0	32.0		
56. nb lipan Apr	*	460.0	736.0	469.0	3.0	*	733.	179.	AG	430.	6.7	.0	32.0		
57. sb lipan Apr	*	433.0	735.0	427.0	1360.0	*	625.	359.	AG	385.	6.7	.0	32.0		
58. wb alameda 2a Apr	*	1333.0	767.0	1510.0	768.0	*	177.	90.	AG	932.	6.7	.0	32.0		
59. wb alameda 2b Apr	*	1325.0	779.0	1510.0	780.0	*	185.	90.	AG	932.	6.7	.0	32.0		
60. wb alameda 2c Apr	*	1318.0	791.0	1648.0	789.0	*	330.	90.	AG	932.	6.7	.0	32.0		
61. wb alameda 3a Apr	*	1021.0	767.0	1141.0	768.0	*	120.	90.	AG	1112.	6.7	.0	32.0		
62. wb alameda 3b Apr	*	1006.0	779.0	1141.0	780.0	*	135.	90.	AG	1112.	6.7	.0	32.0		

63.	wb alameda 3c Apr	1006.0	791.0	1141.0	792.0	135.	90.	AG	1112.	6.7	.0	32.0	
64.	wb alameda 4a Apr	452.0	749.0	847.0	765.0	395.	88.	AG	1043.	6.7	.0	32.0	
65.	wb alameda 4b Apr	452.0	761.0	847.0	777.0	395.	88.	AG	1043.	6.7	.0	32.0	
66.	wb alameda 4c Apr	452.0	773.0	847.0	789.0	395.	88.	AG	1043.	6.7	.0	32.0	
67.	eb alameda 1a Dprt	781.0	709.0	453.0	719.0	328.	272.	AG	998.	6.7	.0	32.0	
68.	eb alameda 1b Dprt	773.0	695.0	453.0	707.0	320.	272.	AG	998.	6.7	.0	32.0	
69.	eb alameda 2a Dprt	1186.0	718.0	1047.0	714.0	139.	268.	AG	773.	6.7	.0	32.0	
70.	eb alameda 2b Dprt	1185.0	704.0	1023.0	701.0	162.	269.	AG	773.	6.7	.0	32.0	
71.	eb alameda 2c Dprt	1185.0	692.0	1023.0	689.0	162.	269.	AG	773.	6.7	.0	32.0	
72.	eb alameda 3a Dprt	1531.0	720.0	1345.0	720.0	186.	270.	AG	778.	6.7	.0	32.0	
73.	eb alameda 3b Dprt	1530.0	708.0	1349.0	708.0	181.	270.	AG	778.	6.7	.0	32.0	
74.	kal 1a Dprt	1411.0	530.0	1321.0	744.0	232.	337.	AG	880.	6.7	.0	32.0	
75.	kal 1b Dprt	1423.0	534.0	1335.0	744.0	228.	337.	AG	880.	6.7	.0	32.0	
76.	kal 1c Dprt	1433.0	542.0	1348.0	744.0	219.	337.	AG	880.	6.7	.0	32.0	
77.	nb lipan Dprt	456.0	1358.0	460.0	736.0	622.	180.	AG	195.	6.7	.0	32.0	
78.	sb lipan Dprt	448.0	.0	433.0	735.0	735.	359.	AG	470.	6.7	.0	32.0	
79.	wb alameda 1a Dprt	1510.0	768.0	1689.0	760.0	179.	93.	AG	932.	6.7	.0	32.0	
80.	wb alameda 1b Dprt	1510.0	780.0	1683.0	772.0	173.	93.	AG	932.	6.7	.0	32.0	
81.	wb alameda 2a Dprt	1141.0	768.0	1333.0	767.0	192.	90.	AG	1112.	6.7	.0	32.0	
82.	wb alameda 2b Dprt	1141.0	780.0	1325.0	779.0	184.	90.	AG	1112.	6.7	.0	32.0	
83.	wb alameda 2c Dprt	1141.0	792.0	1318.0	791.0	177.	90.	AG	1112.	6.7	.0	32.0	
84.	wb alameda 3a Dprt	847.0	765.0	1021.0	767.0	174.	89.	AG	1043.	6.7	.0	32.0	
85.	wb alameda 3b Dprt	847.0	777.0	1006.0	779.0	159.	89.	AG	1043.	6.7	.0	32.0	
86.	wb alameda 3c Dprt	847.0	789.0	1006.0	791.0	159.	89.	AG	1043.	6.7	.0	32.0	
87.	wb alameda 4a Dprt	.0	742.0	452.0	749.0	452.	89.	AG	957.	6.7	.0	32.0	
88.	wb alameda 4b Dprt	.0	754.0	452.0	761.0	452.	89.	AG	957.	6.7	.0	32.0	
89.	wb alameda 4c Dprt	.0	766.0	452.0	773.0	452.	89.	AG	957.	6.7	.0	32.0	
90.	kal 2a	1715.0	143.0	1411.0	530.0	492.	322.	AG	880.	6.7	.0	32.0	
91.	kal 2b	1727.0	151.0	1423.0	534.0	489.	322.	AG	880.	6.7	.0	32.0	
92.	kal 2c	1736.0	160.0	1433.0	542.0	488.	322.	AG	880.	6.7	.0	32.0	
93.	nb i25 1a	1227.0	751.0	1492.0	137.0	669.	157.	DP	1600.	8.1	-25.0	32.0	
94.	nb i25 1b	1217.0	748.0	1478.0	137.0	664.	157.	DP	1600.	8.1	-25.0	32.0	
95.	nb i25 1c	1205.0	745.0	1465.0	137.0	661.	157.	DP	1600.	8.1	-25.0	32.0	

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE
DATE: 02/02/2005 TIME: 22:33

LINK VARIABLES

	LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
96.	nb i25 1d	1193.0	746.0	1452.0	136.0	663.	157.	DP	1600.	8.1	-25.0	32.0		
97.	nb i25 2a	943.0	1370.0	1227.0	751.0	681.	155.	DP	1600.	8.1	-25.0	32.0		
98.	nb i25 2b	935.0	1359.0	1217.0	748.0	673.	155.	DP	1600.	8.1	-25.0	32.0		
99.	nb i25 2c	926.0	1355.0	1205.0	745.0	671.	155.	DP	1600.	8.1	-25.0	32.0		
100.	nb i25 2d	910.0	1356.0	1193.0	746.0	672.	155.	DP	1600.	8.1	-25.0	32.0		
101.	nb on 1a	865.0	1127.0	971.0	819.0	326.	161.	AG	608.	9.0	.0	32.0		

102.	nb on 1b	*	879.0	1118.0	985.0	821.0	*	315.	160.	AG	608.	9.0	.0	32.0
103.	nb on 2a	*	918.0	1380.0	865.0	1127.0	*	258.	192.	AG	608.	9.0	.0	32.0
104.	nb on 2b	*	930.0	1376.0	879.0	1118.0	*	263.	191.	AG	608.	9.0	.0	32.0
105.	nb santa on	*	1010.0	1245.0	1541.0	126.0	*	1239.	155.	AG	2605.	9.0	.0	32.0
106.	off rt1	*	904.0	859.0	721.0	1346.0	*	520.	339.	AG	460.	9.0	.0	32.0
107.	off rt2	*	881.0	805.0	904.0	859.0	*	59.	23.	AG	460.	9.0	.0	32.0
108.	santa rt2	*	1810.0	706.0	1771.0	632.0	*	84.	208.	AG	480.	6.7	.0	32.0
109.	sb i25 1a	*	1096.0	749.0	818.0	1350.0	*	662.	335.	DP	2000.	8.1	-25.0	32.0
110.	sb i25 1b	*	1107.0	749.0	828.0	1355.0	*	667.	335.	DP	2112.	8.1	-25.0	32.0
111.	sb i25 1c	*	1122.0	748.0	842.0	1356.0	*	669.	335.	DP	2112.	8.1	-25.0	32.0
112.	sb i25 1d	*	1136.0	748.0	856.0	1357.0	*	670.	335.	DP	2112.	8.1	-25.0	32.0
113.	sb i25 1e	*	1148.0	748.0	868.0	1357.0	*	670.	335.	DP	2112.	8.1	-25.0	32.0
114.	sb i25 2a	*	1377.0	100.0	1096.0	749.0	*	707.	337.	DP	2000.	8.1	-25.0	32.0
115.	sb i25 2b	*	1387.0	106.0	1107.0	749.0	*	701.	336.	DP	2112.	8.1	-25.0	32.0
116.	sb i25 2c	*	1400.0	103.0	1122.0	748.0	*	702.	337.	DP	2112.	8.1	-25.0	32.0
117.	sb i25 2d	*	1409.0	112.0	1136.0	748.0	*	692.	337.	DP	2112.	8.1	-25.0	32.0
118.	sb i25 2e	*	1421.0	112.0	1148.0	748.0	*	692.	337.	DP	2112.	8.1	-25.0	32.0
119.	sb river	*	938.0	71.0	718.0	679.0	*	647.	340.	AG	45.	6.7	.0	32.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE
DATE: 02/02/2005 TIME: 22:33

ADDITIONAL QUEUE LINK PARAMETERS

	LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
1.	eb alameda 1a Que	*	100	50	5.0	785	1700	66.60	1	3
2.	eb alameda 1b Que	*	100	50	5.0	785	1700	66.60	1	3
3.	eb alameda 2a Que	*	100	23	5.0	577	1700	66.60	1	3
4.	eb alameda 2b Que	*	100	23	5.0	577	1700	66.60	1	3
5.	eb alameda 2c Que	*	100	23	5.0	577	1700	66.60	1	3
6.	eb alameda 3a Que	*	100	55	5.0	590	1700	66.60	1	3
7.	eb alameda 3b Que	*	100	55	5.0	590	1700	66.60	1	3
8.	eb alameda 4a Que	*	100	31	5.0	778	1700	66.60	1	3
9.	eb alameda 4b Que	*	100	31	5.0	778	1700	66.60	1	3
10.	eb alameda lta Que	*	100	90	5.0	15	1600	66.60	1	3
11.	eb alameda ltb1 Que	*	100	78	5.0	275	1600	66.60	1	3
12.	eb alameda ltb2 Que	*	100	78	5.0	275	1600	66.60	1	3
13.	eb alameda ltc1 Que	*	100	55	5.0	183	1600	66.60	1	3
14.	eb alameda ltc2 Que	*	100	55	5.0	183	1600	66.60	1	3
15.	eb alameda ltd1 Que	*	100	84	5.0	183	1600	66.60	1	3
16.	eb alameda ltd2 Que	*	100	84	5.0	183	1600	66.60	1	3
17.	eb alameda rtc Que	*	100	47	5.0	780	1600	66.60	1	3
18.	kal 1a Que	*	100	57	5.0	538	1700	66.60	1	3
19.	kal 1b Que	*	100	57	5.0	538	1700	66.60	1	3
20.	kal 1c Que	*	100	57	5.0	538	1700	66.60	1	3

21. kal lt Que	*	100	57	5.0	375	1600	66.60	1	3
22. kal rt Que	*	100	47	5.0	785	1600	66.60	1	3
23. nb lipan Que	*	100	63	5.0	245	1700	16.60	1	3
24. nb lipan rt Que	*	100	63	5.0	185	1600	16.60	1	3
25. nb river rt Que	*	100	75	5.0	330	1600	16.60	1	3
26. off 1 Que	*	100	77	5.0	295	1700	22.50	1	3
27. off 2 Que	*	100	77	5.0	295	1700	22.50	1	3
28. sb lipan lt Que	*	100	76	5.0	295	1600	16.60	1	3
29. sb lipan Que	*	100	63	5.0	90	1700	16.60	1	3
30. wb alameda 1a Que	*	100	30	5.0	1073	1700	66.60	1	3
31. wb alameda 1b Que	*	100	30	5.0	1073	1700	66.60	1	3
32. wb alameda 2a Que	*	100	43	5.0	850	1700	66.60	1	3
33. wb alameda 2b Que	*	100	43	5.0	850	1700	66.60	1	3
34. wb alameda 2c Que	*	100	43	5.0	850	1700	66.60	1	3
35. wb alameda 3a Que	*	100	40	5.0	890	1700	66.60	1	3
36. wb alameda 3b Que	*	100	40	5.0	890	1700	66.60	1	3
37. wb alameda 3c Que	*	100	40	5.0	890	1700	66.60	1	3
38. wb alameda 4a Que	*	100	37	5.0	928	1700	66.60	1	3
39. wb alameda 4b Que	*	100	37	5.0	928	1700	66.60	1	3
40. wb alameda 4c Que	*	100	37	5.0	928	1700	66.60	1	3
41. wb alameda ltb Que	*	100	80	5.0	245	1600	66.60	1	3
42. wb alameda ltd Que	*	100	73	5.0	345	1600	66.60	1	3
43. wb alameda rtc Que	*	100	40	5.0	665	1600	66.60	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R-1	414.0	816.0	6.0
2. R-2	476.0	815.0	6.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE
DATE: 02/02/2005 TIME: 22:33

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
3. R-3	871.0	824.0	6.0
4. R-4	995.0	842.0	6.0
5. R-5	1259.0	815.0	6.0
6. R-6	1342.0	837.0	6.0
7. R-7	1634.0	832.0	6.0
8. R-8	1704.0	814.0	6.0
9. R-9	417.0	671.0	6.0
10. R-10	490.0	662.0	6.0
11. R-11	1340.0	653.0	6.0

12. R-12	*	1402.0	663.0	6.0	*
13. R-13	*	1680.0	675.0	6.0	*
14. R-14	*	1809.0	664.0	6.0	*
15. R-15	*	399.0	789.0	6.0	*
16. R-16	*	385.0	689.0	6.0	*
17. R-17	*	506.0	688.0	6.0	*
18. R-18	*	521.0	793.0	6.0	*
19. R-19	*	944.0	668.0	6.0	*
20. R-20	*	1032.0	822.0	6.0	*
21. R-21	*	1057.0	672.0	6.0	*
22. R-22	*	1302.0	675.0	6.0	*
23. R-23	*	1387.0	809.0	6.0	*
24. R-24	*	1413.0	691.0	6.0	*
25. R-25	*	1654.0	693.0	6.0	*
26. R-26	*	1616.0	805.0	6.0	*
27. R-27	*	1753.0	785.0	6.0	*
28. R-28	*	349.0	788.0	6.0	*
29. R-29	*	414.0	864.0	6.0	*
30. R-30	*	475.0	862.0	6.0	*
31. R-31	*	571.0	795.0	6.0	*
32. R-32	*	555.0	686.0	6.0	*
33. R-33	*	490.0	631.0	6.0	*
34. R-34	*	417.0	631.0	6.0	*
35. R-35	*	348.0	691.0	6.0	*
36. R-36	*	881.0	874.0	6.0	*
37. R-37	*	974.0	902.0	6.0	*
38. R-38	*	1240.0	861.0	6.0	*
39. R-39	*	1318.0	877.0	6.0	*
40. R-40	*	1438.0	809.0	6.0	*
41. R-41	*	1463.0	691.0	6.0	*
42. R-42	*	1421.0	617.0	6.0	*
43. R-43	*	1363.0	598.0	6.0	*
44. R-44	*	1566.0	806.0	6.0	*
45. R-45	*	1615.0	879.0	6.0	*
46. R-46	*	1686.0	861.0	6.0	*
47. R-47	*	1803.0	784.0	6.0	*
48. R-48	*	1852.0	700.0	6.0	*
49. R-49	*	1795.0	617.0	6.0	*
50. R-50	*	1698.0	628.0	6.0	*
51. R-51	*	1604.0	692.0	6.0	*

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE
MODEL RESULTS

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

concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	.2	.2	.9	2.7	1.6	.0	.0	.0	1.1	1.1	1.9	1.3	.8	.5	.1	1.3	1.7	.0	2.5	4.7
5.	.3	.1	1.0	2.8	1.5	.0	.0	.0	1.1	1.1	1.7	1.3	.8	.5	.2	1.5	1.8	.0	2.4	4.6
10.	.3	.0	1.2	2.8	1.7	.0	.0	.0	1.1	1.1	1.8	1.4	.6	.5	.2	1.6	1.8	.0	2.4	4.5
15.	.3	.0	1.6	2.7	1.7	.0	.0	.0	1.1	1.3	1.6	1.4	.5	.5	.2	1.6	1.7	.0	2.2	4.2
20.	.3	.0	1.6	2.6	1.5	.0	.0	.0	1.2	1.4	1.6	1.4	.4	.5	.2	1.7	1.7	.0	2.3	4.1
25.	.2	.0	1.6	2.5	1.5	.0	.0	.0	1.1	1.5	1.9	1.4	.4	.5	.2	1.6	1.7	.0	2.1	4.0
30.	.2	.0	1.6	2.5	1.5	.0	.0	.0	1.1	1.5	1.8	1.4	.3	.4	.2	1.7	1.9	.0	2.2	3.8
35.	.2	.0	1.7	2.5	1.5	.0	.0	.0	1.2	1.5	1.8	1.4	.3	.4	.2	1.7	1.9	.0	2.2	3.6
40.	.2	.0	1.7	2.5	1.5	.0	.0	.0	1.5	1.8	1.8	1.4	.3	.3	.2	1.8	2.3	.3	2.3	3.5
45.	.2	.3	1.7	2.4	1.4	.0	.0	.0	1.6	2.2	1.9	1.3	.5	.3	.2	1.9	2.6	.5	2.4	3.4
50.	.2	.5	1.7	2.4	1.3	.0	.0	.0	2.0	2.2	1.9	1.4	.4	.3	.2	1.7	2.7	.6	2.5	3.4
55.	.6	.6	1.7	2.4	1.3	.0	.0	.0	2.2	2.4	1.8	1.4	.4	.3	.4	2.2	2.8	.6	2.4	3.4
60.	.8	.6	1.7	2.3	1.3	.0	.0	.0	2.5	2.4	1.7	1.4	.4	.3	.8	2.4	3.0	.6	2.7	3.4
65.	.9	.6	1.7	2.3	1.2	.0	.0	.0	2.3	2.4	1.7	1.3	.4	.1	.7	2.3	3.0	.7	3.2	3.4
70.	.9	.6	1.7	2.3	1.2	.0	.0	.0	2.2	1.8	1.4	1.1	.3	.0	.8	2.6	2.9	.7	2.6	3.5
75.	.9	.6	1.7	2.3	1.2	.0	.0	.0	2.0	1.5	1.0	.7	.2	.0	1.0	2.5	2.3	1.0	2.6	3.6
80.	.8	.7	1.7	2.5	1.4	.0	.0	.0	1.8	1.3	.9	.6	.1	.0	.8	2.4	2.2	1.1	2.4	3.6
85.	.8	.6	1.8	2.4	1.7	.0	.0	.0	1.4	1.2	.8	.3	.0	.0	1.3	2.2	1.9	1.1	2.3	3.8
90.	1.1	.8	2.0	3.0	2.3	.4	.0	.0	1.1	.8	.6	.1	.0	.0	1.6	1.4	1.7	1.7	2.1	4.4
95.	1.4	1.3	2.1	3.2	2.3	.5	.0	.3	.8	.7	.5	.0	.0	.0	2.0	1.0	1.3	2.0	1.8	4.5
100.	1.7	1.4	2.0	3.5	2.3	1.0	.3	.3	.7	.7	.5	.0	.0	.0	2.3	.8	1.4	2.2	1.3	5.1
105.	2.0	1.6	2.7	3.8	2.6	1.2	.3	.3	.6	.7	.6	.0	.0	.0	2.3	.5	1.1	2.9	1.2	5.5
110.	2.6	2.4	3.1	4.0	3.0	1.4	.3	.4	.3	.6	.7	.0	.0	.0	2.7	.2	1.0	3.1	1.1	6.2
115.	2.5	2.4	2.4	4.7	2.8	1.3	.5	.4	.3	.1	.7	.0	.0	.0	2.1	.2	.7	3.1	1.1	6.5
120.	2.0	2.3	2.0	4.1	2.4	1.4	.6	.4	.2	.0	.7	.0	.0	.0	1.9	.2	.2	3.0	1.1	6.8
125.	1.4	1.8	1.9	4.1	2.7	1.3	.5	.4	.2	.0	.8	.0	.0	.0	1.8	.2	.1	2.3	1.0	6.6
130.	1.4	1.7	1.9	4.3	2.5	1.4	.5	.4	.2	.0	.9	.0	.0	.0	1.5	.2	.1	2.2	1.0	6.7
135.	1.4	1.7	2.0	4.3	2.2	1.5	.6	.4	.2	.0	.9	.0	.0	.0	1.4	.2	.1	2.1	.7	7.0
140.	1.3	1.7	1.9	4.1	2.1	1.5	.7	.4	.3	.0	1.0	.3	.0	.0	1.3	.2	.0	2.1	.6	7.1
145.	1.1	1.7	1.9	3.7	2.6	1.5	.7	.4	.3	.0	1.1	.4	.0	.0	1.6	.2	.0	2.1	.4	6.7
150.	1.1	1.5	1.7	2.9	3.0	1.6	.7	.2	.3	.0	1.3	.5	.0	.0	1.4	.2	.0	2.0	.0	6.2
155.	1.0	1.3	1.4	1.7	3.3	1.7	.9	.3	.3	.0	1.4	.7	.0	.0	1.4	.2	.0	2.0	.0	5.1
160.	.9	1.1	1.4	1.4	4.0	1.6	1.2	.4	.3	.0	1.6	.8	.0	.0	1.4	.2	.0	2.0	.0	3.7
165.	1.0	1.1	1.4	1.1	4.7	1.7	1.2	.5	.3	.0	1.7	1.1	.0	.0	1.4	.2	.0	2.0	.0	2.7
170.	1.1	1.1	1.4	.9	4.9	2.0	1.2	.5	.3	.0	2.2	1.4	.0	.0	1.4	.1	.0	1.9	.0	1.9
175.	1.1	1.0	1.4	.8	5.2	2.5	1.2	.5	.3	.1	2.3	1.8	.0	.0	1.5	.1	.0	1.9	.0	1.2
180.	1.1	1.1	1.5	.6	5.3	2.7	1.2	.5	.3	.1	2.3	1.9	.0	.0	1.4	.0	.1	1.9	.0	.9
185.	1.0	1.2	1.4	.7	5.1	2.9	1.4	.6	.1	.2	2.4	1.9	.0	.0	1.3	.0	.1	2.0	.0	1.0
190.	1.0	1.1	1.3	.8	5.0	3.1	1.5	1.0	.1	.2	2.5	1.9	.1	.0	1.2	.0	.2	2.1	.0	1.0
195.	1.0	.9	1.3	.9	5.0	3.1	1.7	1.0	.1	.2	2.5	2.0	.1	.0	1.2	.0	.2	1.9	.0	1.0
200.	1.0	1.0	1.5	1.0	4.7	3.2	1.7	1.3	.0	.3	2.2	2.0	.1	.0	1.1	.0	.2	2.0	.0	.9
205.	.8	1.2	1.4	1.2	4.6	3.5	2.1	1.4	.0	.3	2.2	1.9	.1	.1	1.0	.0	.2	2.0	.0	.9

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

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
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44 REC45 REC46 REC47 REC48 REC49 REC50 REC51

(DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
210.	.8	1.0	1.2	1.2	4.4	3.7	2.5	1.5	.0	.3	2.1	1.7	.1	.2	1.1	.0	.2	2.0	.0	1.0
215.	.8	1.0	1.1	1.4	3.9	4.0	2.4	2.0	.0	.4	1.9	1.7	.7	.2	1.1	.0	.2	1.8	.0	1.0
220.	.8	1.2	1.1	1.5	4.1	3.8	2.3	2.4	.0	.4	1.9	1.7	1.0	.2	1.1	.0	.3	1.6	.0	1.2
225.	.9	1.1	1.4	1.4	4.7	4.0	2.3	2.3	.0	.4	1.9	1.7	1.0	.2	1.1	.0	.3	1.7	.0	1.3
230.	.9	1.1	1.7	1.3	4.3	3.9	2.4	2.2	.0	.4	1.8	1.7	1.0	.5	1.1	.0	.3	1.4	.0	1.4
235.	.9	1.1	1.7	1.4	4.3	3.7	2.6	2.4	.0	.4	1.9	1.7	1.0	.6	1.2	.0	.3	1.6	.0	1.5
240.	.9	1.0	1.8	1.5	4.3	3.8	2.4	2.3	.0	.4	1.9	1.7	1.0	.7	1.3	.0	.2	1.6	.0	1.5
245.	.9	1.0	1.8	1.8	4.1	3.9	2.3	2.2	.0	.4	1.9	1.7	1.0	.7	1.4	.0	.2	1.6	.0	1.3
250.	.9	1.0	1.7	1.5	4.1	3.5	2.0	2.2	.0	.4	1.9	1.7	1.0	.7	1.4	.0	.2	1.7	.0	1.6
255.	.8	1.1	1.4	1.7	4.0	3.8	1.4	1.7	.0	.4	1.9	1.7	1.0	.7	1.4	.2	.5	1.5	.2	1.4
260.	.7	.9	1.3	1.3	3.7	3.6	1.1	1.9	.1	.5	2.0	1.8	1.0	.6	1.2	.3	.7	1.4	.3	1.1
265.	.5	.8	1.2	1.2	3.5	3.3	.8	1.4	.3	.7	1.9	1.9	1.0	.5	1.0	.6	.8	1.1	.9	1.0
270.	.4	.8	.5	.9	3.2	3.1	.7	1.0	.5	.8	2.3	2.2	.7	.4	.8	.9	1.3	.8	1.1	1.0
275.	.1	.3	.2	.6	2.7	2.7	.9	.9	.7	1.0	2.6	2.7	1.0	.7	.6	1.3	1.7	.5	1.5	.6
280.	.0	.2	.0	.6	2.6	2.7	1.0	.8	1.0	1.3	2.8	2.8	1.1	.9	.3	1.5	1.8	.3	1.9	.2
285.	.0	.2	.0	.6	2.4	2.7	1.0	1.0	1.0	1.5	2.9	2.7	1.9	1.3	.1	1.5	1.8	.2	2.2	.3
290.	.0	.2	.0	.7	2.7	2.7	1.0	.9	1.0	1.4	3.3	3.4	2.7	1.9	.1	1.6	1.8	.0	2.5	.4
295.	.0	.2	.0	.7	2.9	2.7	1.0	.6	1.1	1.2	3.7	3.7	2.9	1.8	.1	1.5	1.7	.0	2.4	.4
300.	.0	.3	.0	.8	2.9	2.8	.4	.1	1.0	1.2	3.9	3.4	2.9	1.4	.0	1.4	1.6	.0	2.1	.5
305.	.0	.3	.0	.8	2.9	2.9	.1	.1	1.0	1.3	4.1	3.3	2.6	1.1	.0	1.4	1.7	.0	1.9	.5
310.	.0	.3	.0	.8	3.1	3.0	.0	.0	1.0	1.3	4.1	3.4	1.8	.7	.0	1.2	1.5	.0	2.0	.7
315.	.0	.3	.0	.8	3.0	2.8	.0	.0	1.1	1.2	4.4	3.8	1.8	.6	.0	1.2	1.5	.0	2.1	.8
320.	.0	.3	.0	.9	2.9	2.5	.0	.0	1.2	1.2	4.3	3.6	1.6	.3	.0	1.2	1.6	.0	1.8	1.2
325.	.0	.3	.0	1.1	2.5	1.9	.0	.0	1.1	1.2	4.3	3.4	1.6	.3	.0	1.2	1.5	.0	1.8	1.5
330.	.0	.3	.0	1.4	2.2	1.3	.0	.0	.9	1.0	4.0	2.6	1.6	.3	.0	1.2	1.5	.0	1.8	2.1
335.	.0	.3	.1	1.6	1.8	1.0	.0	.0	1.0	1.2	3.3	2.4	1.5	.3	.0	1.1	1.3	.0	1.8	3.0
340.	.0	.3	.1	1.7	1.6	.6	.0	.0	1.0	1.0	2.9	1.9	1.4	.4	.0	1.1	1.4	.0	1.7	3.7
345.	.1	.3	.2	2.2	1.5	.3	.0	.0	1.1	1.2	2.9	1.5	1.2	.5	.0	1.2	1.4	.0	2.0	4.4
350.	.1	.3	.5	2.7	1.5	.1	.0	.0	1.2	1.1	2.4	1.2	1.1	.5	.0	1.3	1.3	.0	2.5	4.9
355.	.1	.3	.7	2.8	1.5	.0	.0	.0	1.3	1.0	2.0	1.3	1.0	.5	.0	1.3	1.4	.0	2.4	5.0
MAX	2.6	2.4	3.1	4.7	5.3	4.0	2.6	2.4	2.5	2.4	4.4	3.8	2.9	1.9	2.7	2.6	3.0	3.1	3.2	7.1
DEGR.	110	110	110	115	180	225	235	220	60	55	315	315	295	290	110	70	60	110	65	140

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE
MODEL RESULTS

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

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	3.4	2.7	.0	1.7	1.8	.0	.0	.0	.2	.2	.0	1.8	.9	.9	1.2	1.2	3.2	1.5	.0	.0
5.	3.5	2.3	.0	1.7	1.7	.0	.0	.0	.3	.1	.0	1.8	.9	1.0	1.2	1.2	3.0	1.3	.0	.0
10.	3.5	1.9	.0	1.7	1.6	.0	.0	.0	.3	.0	.0	1.8	.9	.8	1.2	1.5	3.2	1.4	.0	.0
15.	3.5	1.5	.0	1.7	1.6	.0	.0	.0	.3	.0	.0	1.7	.9	.7	1.2	1.6	2.9	1.4	.0	.0
20.	3.7	1.6	.0	1.7	1.5	.0	.0	.0	.3	.0	.0	1.7	1.1	.9	1.2	1.6	2.9	1.3	.0	.0
25.	3.6	1.3	.0	1.7	1.3	.0	.0	.0	.2	.0	.0	1.7	1.2	1.1	1.2	1.6	2.9	1.4	.0	.0
30.	3.6	1.4	.0	1.7	1.0	.0	.0	.0	.2	.0	.0	1.8	1.3	1.2	1.2	1.6	2.8	1.4	.0	.0
35.	3.5	1.4	.0	1.7	.8	.0	.0	.0	.2	.0	.4	2.2	1.3	1.2	1.3	1.7	2.7	1.5	.0	.0
40.	3.8	1.6	.0	1.7	.7	.0	.0	.0	.2	.0	.5	2.5	1.7	1.2	1.4	1.7	2.7	1.4	.0	.0
45.	4.0	1.7	.0	1.8	.6	.0	.0	.0	.2	.0	.6	2.5	2.0	1.5	1.4	1.7	2.5	1.4	.0	.0
50.	3.9	1.9	.0	1.9	.6	.0	.0	.0	.2	.4	.6	2.5	2.0	1.7	1.7	1.7	2.5	1.3	.0	.0
55.	4.1	1.9	.0	2.0	.8	.0	.0	.0	.5	.5	.6	2.6	2.0	1.8	2.1	1.7	2.5	1.3	.0	.0
60.	4.0	1.9	.0	1.9	.7	.0	.0	.2	.8	.6	.6	2.8	1.9	2.0	2.2	1.7	2.5	1.3	.0	.0
65.	3.8	1.9	.0	1.9	.7	.0	.0	.4	.8	.6	.7	2.9	1.3	1.6	2.4	1.7	2.5	1.2	.0	.0
70.	4.2	1.7	.1	1.9	.7	.0	.0	.5	.8	.6	.7	2.8	1.0	1.4	2.6	1.7	2.5	1.2	.0	.1
75.	3.9	1.3	.2	1.7	.6	.1	.0	.3	.8	.6	.9	2.2	.8	1.1	2.6	1.7	2.5	1.2	.0	.1
80.	3.7	1.1	.2	1.4	.5	.1	.1	.6	.8	.6	1.1	2.1	1.0	.9	2.3	1.7	2.5	1.3	.0	.2
85.	3.3	.8	.5	1.0	.3	.2	.3	1.1	.8	.6	1.4	1.9	.7	.8	2.0	1.7	2.5	1.3	.0	.6
90.	2.9	.7	1.1	.8	.2	.5	.3	1.3	.3	.3	1.7	1.6	.2	.5	1.6	1.7	2.6	1.4	.0	.9
95.	2.4	.6	1.6	.5	.1	.7	.4	2.0	.5	.3	1.9	1.7	.7	.4	1.0	1.9	2.7	1.7	.1	1.3
100.	2.1	.3	1.8	.1	.1	1.1	.5	2.1	.9	.6	2.3	1.5	.6	.5	.7	2.1	3.0	2.0	.3	1.6
105.	2.0	.3	2.2	.1	.0	1.1	.5	2.0	1.2	.9	2.8	1.2	.6	.4	.5	2.3	3.1	2.3	.6	1.8
110.	1.9	.4	2.3	.1	.0	1.4	.7	1.8	1.4	1.6	3.0	1.2	.4	.3	.1	1.9	3.6	2.4	.7	2.2
115.	2.1	.4	2.1	.0	.0	1.3	.7	1.7	1.9	1.6	3.1	1.2	.1	.2	.0	3.0	3.7	2.4	.9	2.4
120.	2.1	.5	2.1	.0	.0	1.4	.6	1.7	1.8	1.7	2.9	.5	.0	.2	.1	3.1	4.1	2.4	1.0	2.4
125.	2.1	.6	2.2	.0	.0	1.4	.6	1.4	1.4	1.4	2.7	.4	.0	.2	.1	2.4	4.6	2.1	1.0	2.4
130.	2.1	.8	2.3	.0	.0	1.5	.6	1.4	1.4	1.2	2.2	.4	.0	.2	.1	1.9	4.4	2.1	1.0	2.1
135.	2.1	.8	2.2	.0	.0	1.6	.6	1.3	1.1	1.2	2.1	.4	.0	.2	.1	1.7	4.5	2.4	.9	1.8
140.	2.0	1.1	2.0	.0	.0	1.8	.6	1.3	1.0	1.2	2.1	.3	.0	.2	.1	1.8	4.6	2.1	1.0	1.9
145.	1.7	1.5	2.0	.2	.0	1.7	.6	1.4	1.0	1.2	2.0	.3	.0	.3	.1	1.3	3.8	2.2	1.1	1.9
150.	1.1	2.0	1.9	.3	.0	1.7	.6	1.3	.9	1.2	2.0	.3	.0	.3	.1	1.2	3.1	2.2	1.0	1.9
155.	.8	2.4	2.2	.4	.0	1.8	.6	1.3	.8	1.1	2.0	.3	.0	.3	.1	1.0	2.1	2.4	1.2	1.9
160.	.4	3.2	2.3	.5	.0	1.9	.6	1.3	.4	.8	2.0	.3	.0	.3	.1	.9	1.7	3.1	1.9	2.0
165.	.2	3.9	2.5	.6	.0	2.1	.6	1.1	.7	.8	2.0	.3	.0	.3	.1	.9	1.0	3.8	2.2	2.3
170.	.0	4.2	2.5	.9	.0	2.1	.6	1.1	.8	.8	2.0	.3	.0	.3	.0	.9	.9	4.1	2.8	2.3
175.	.0	4.5	3.1	1.4	.0	2.1	.6	1.0	.8	.8	2.0	.3	.1	.3	.0	.9	.7	4.5	3.6	2.2
180.	.0	4.4	3.3	1.4	.0	2.3	.6	1.1	.8	1.0	2.0	.3	.1	.3	.0	.9	.9	4.3	3.7	2.6
185.	.0	4.3	3.3	1.6	.1	2.2	.6	1.0	.9	.8	2.0	.3	.2	.1	.0	.9	.9	4.1	3.7	3.1

190. *	.0	4.0	3.3	1.6	.1	2.2	.6	1.0	.8	.7	2.0	.3	.2	.1	.0	.8	1.0	4.0	3.7	3.3
195. *	.0	4.0	3.1	1.6	.1	2.2	.7	1.0	.7	.5	1.9	.3	.2	.1	.0	.8	1.2	3.9	4.0	3.3
200. *	.0	3.7	3.1	1.6	.1	2.3	.6	1.0	.7	.6	1.9	.4	.2	.0	.0	.9	1.2	3.5	4.2	3.3
205. *	.0	3.6	3.0	1.6	.1	2.9	.6	1.0	.7	.9	1.9	.4	.2	.0	.0	.7	1.2	3.6	3.9	3.3

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210. *	.0	3.4	3.2	1.6	.6	3.0	.6	1.1	.7	1.0	1.9	.4	.2	.0	.0	.7	1.2	3.2	3.8	3.3
215. *	.0	3.4	2.9	1.6	1.0	3.1	.6	1.1	.7	1.1	1.9	.3	.2	.0	.0	.7	1.2	3.3	4.1	3.3
220. *	.0	3.3	3.2	1.6	1.0	3.0	1.0	1.1	.7	1.0	2.0	.3	.2	.0	.0	.8	1.3	3.4	4.0	3.3
225. *	.0	3.2	3.2	1.6	1.0	3.0	1.1	1.1	.7	1.0	2.0	.3	.2	.0	.0	1.0	1.2	3.6	3.9	3.2
230. *	.0	3.1	3.4	1.6	1.0	3.2	1.5	1.1	.7	1.0	1.9	.3	.2	.0	.0	1.2	1.3	3.5	3.9	3.1
235. *	.0	3.1	3.5	1.6	1.0	3.3	1.6	1.2	.7	1.0	2.1	.3	.2	.0	.0	1.1	1.2	3.1	3.8	3.2
240. *	.0	3.2	3.6	1.6	1.0	3.3	1.9	1.3	.7	1.0	2.2	.3	.4	.0	.0	1.1	1.3	3.0	3.5	3.4
245. *	.0	3.2	3.6	1.6	1.0	3.4	2.4	1.4	.6	.9	2.2	.3	.4	.0	.0	1.0	1.2	3.2	3.5	3.7
250. *	.0	3.2	3.2	1.7	1.0	3.1	2.2	1.4	.5	.8	1.9	.3	.4	.0	.1	.9	1.3	3.1	3.7	3.4
255. *	.2	3.2	3.4	1.8	1.1	2.5	2.1	1.4	.5	.7	1.9	.3	.4	.0	.2	.7	1.3	2.8	3.2	3.0
260. *	.5	3.2	3.5	2.0	1.3	2.2	1.9	1.2	.3	.6	1.4	.6	.4	.0	.3	.5	.8	2.6	3.1	2.8
265. *	.7	3.7	3.5	2.6	1.4	1.9	1.8	1.0	.0	.4	1.2	.8	.4	.0	.6	.0	.7	2.4	3.1	3.0
270. *	1.1	4.2	3.2	2.8	1.3	1.5	1.7	.8	.0	.3	.9	1.2	.6	.2	1.0	.0	.7	2.2	2.8	3.1
275. *	1.7	4.7	2.6	3.0	1.5	1.5	1.3	.6	.0	.2	.6	1.4	.7	.2	1.3	.0	.7	2.1	2.9	2.6
280. *	1.9	4.7	2.5	3.3	1.9	1.4	1.6	.3	.0	.2	.2	1.4	.9	.4	1.5	.0	.7	2.2	2.9	2.1
285. *	1.9	5.1	2.3	3.5	3.0	1.2	1.2	.1	.0	.2	.1	1.6	1.0	.5	1.5	.0	.7	2.2	2.9	2.0
290. *	1.9	5.4	2.0	3.6	3.4	1.1	.9	.1	.0	.2	.1	1.7	1.1	.7	1.6	.0	.7	2.4	3.0	1.9
295. *	1.9	5.8	2.1	3.3	3.5	1.1	.4	.1	.0	.2	.0	1.7	1.1	.7	1.6	.0	.7	2.7	3.1	1.9
300. *	1.6	5.9	2.2	3.4	3.3	.9	.1	.0	.0	.3	.0	1.6	1.2	.7	1.5	.0	.8	2.9	3.2	1.9
305. *	1.5	6.2	2.2	3.4	3.1	.1	.1	.0	.0	.3	.0	1.7	1.2	.7	1.4	.0	.8	2.9	3.2	1.9
310. *	1.3	6.9	2.2	3.7	2.2	.1	.0	.0	.0	.3	.0	1.6	1.3	.7	1.4	.0	.8	2.8	3.2	1.9
315. *	1.2	7.1	2.0	3.9	2.2	.0	.0	.0	.0	.3	.0	1.5	1.3	.7	1.2	.0	.8	2.7	3.2	1.2
320. *	1.1	6.8	1.5	3.7	2.1	.0	.0	.0	.0	.3	.0	1.5	1.1	.7	1.2	.1	.9	2.6	2.7	.6
325. *	1.4	6.7	.9	3.0	2.1	.0	.0	.0	.0	.3	.0	1.6	1.0	.7	1.2	.1	1.1	2.3	2.1	.4
330. *	1.5	6.4	.7	2.5	2.0	.0	.0	.0	.0	.3	.0	1.7	1.0	.7	1.2	.2	1.3	2.0	1.4	.1
335. *	1.8	5.4	.3	2.3	2.0	.0	.0	.0	.0	.3	.0	1.7	.9	.8	1.2	.3	1.6	1.6	1.2	.0
340. *	2.1	4.6	.1	2.1	2.0	.0	.0	.0	.0	.3	.0	1.7	.7	.9	1.2	.4	1.9	1.4	.8	.0
345. *	2.7	3.9	.0	1.8	1.9	.0	.0	.0	.1	.3	.0	1.7	.8	.9	1.2	.6	2.4	1.2	.4	.0
350. *	3.1	3.3	.0	1.7	1.9	.0	.0	.0	.1	.3	.0	1.7	.9	1.0	1.2	.8	2.8	1.2	.2	.0
355. *	3.3	3.0	.0	1.7	1.8	.0	.0	.0	.1	.3	.0	1.8	.8	.9	1.2	1.1	3.2	1.4	.2	.0
MAX *	4.2	7.1	3.6	3.9	3.5	3.4	2.4	2.1	1.9	1.7	3.1	2.9	2.0	2.0	2.6	3.1	4.6	4.5	4.2	3.7
DEGR. *	70	315	240	315	295	245	245	100	115	120	115	65	45	60	75	120	125	175	200	245

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51
0.	1.7	1.0	1.0	.0	.0	.0	.0	.4	.2	.2	2.0
5.	1.7	1.1	1.4	.0	.0	.0	.0	.4	.2	.1	2.0
10.	1.7	1.1	1.5	.0	.0	.0	.0	.4	.2	.1	2.0
15.	1.7	1.1	1.5	.0	.0	.0	.0	.4	.2	.1	2.0
20.	1.7	1.0	1.5	.0	.0	.0	.0	.4	.1	.1	2.0
25.	1.7	.9	1.8	.0	.0	.0	.0	.4	.1	.1	1.9
30.	1.7	.9	1.5	.0	.0	.0	.0	.4	.1	.1	1.9
35.	1.7	.9	1.4	.0	.0	.0	.0	.4	.1	.1	1.9
40.	1.7	.9	1.4	.0	.0	.0	.0	.4	.1	.1	1.8
45.	1.8	1.0	1.4	.0	.0	.0	.0	.4	.1	.2	1.8
50.	1.8	.7	1.1	.0	.0	.0	.0	.4	.0	.2	1.5
55.	1.8	.7	.9	.0	.0	.0	.0	.3	.0	.2	1.5
60.	1.8	.5	.8	.0	.0	.0	.0	.3	.0	.2	1.2
65.	1.8	.5	.8	.0	.0	.0	.0	.3	.0	.1	1.3
70.	1.8	.4	.8	.1	.0	.0	.0	.3	.0	.0	1.1
75.	1.5	.1	.6	.1	.0	.0	.0	.1	.0	.0	.9
80.	1.2	.1	.6	.2	.0	.0	.1	.1	.0	.0	.8
85.	.9	.0	.5	.5	.0	.0	.2	.0	.0	.0	.5
90.	.7	.0	.5	.7	.0	.0	.3	.0	.0	.0	.3
95.	.5	.0	.5	.9	.0	.0	.4	.0	.0	.0	.1
100.	.2	.0	.5	1.3	.0	.0	.4	.0	.0	.0	.1
105.	.1	.0	.5	1.5	.0	.0	.5	.0	.0	.0	.1
110.	.0	.0	.6	1.5	.1	.3	.6	.0	.0	.0	.0
115.	.0	.0	.7	1.6	.2	.3	.7	.0	.0	.0	.0
120.	.0	.0	.8	1.9	.2	.3	.6	.0	.0	.0	.0
125.	.0	.0	.9	2.0	.1	.3	.6	.0	.0	.0	.0
130.	.0	.0	.9	2.2	.1	.3	.6	.0	.0	.0	.0
135.	.0	.1	1.0	2.1	.1	.3	.6	.0	.0	.0	.0
140.	.0	.3	1.1	2.3	.3	.2	.6	.0	.0	.0	.0
145.	.0	.4	.9	2.2	.4	.1	.6	.0	.0	.0	.0
150.	.0	.5	1.0	2.1	.5	.1	.6	.0	.0	.0	.0
155.	.2	.6	1.2	2.1	.6	.1	.6	.0	.0	.0	.0
160.	.4	.8	1.4	2.1	.8	.1	.6	.0	.0	.0	.0
165.	.4	.9	1.7	2.1	.9	.3	.6	.0	.0	.0	.0
170.	.4	1.2	1.9	2.1	1.0	.4	.6	.0	.0	.0	.0
175.	.6	1.5	2.3	2.2	1.1	.4	.6	.0	.0	.0	.0
180.	.8	1.9	2.3	2.1	1.2	.4	.6	.0	.0	.0	.1

185.	*	1.2	2.1	2.4	2.1	1.1	.6	.6	.0	.0	.0	.2
190.	*	1.4	2.0	2.4	2.0	1.1	1.1	.6	.0	.0	.0	.2
195.	*	1.4	1.9	2.5	2.3	1.0	1.1	.6	.0	.0	.1	.2
200.	*	1.5	1.9	2.3	2.7	1.2	1.1	.7	.0	.0	.1	.4
205.	*	1.4	1.9	2.2	2.8	1.8	1.1	.7	.0	.1	.1	1.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51
210.	*	1.4	1.7	2.1	3.0	1.9	1.5	.7	.1	.1	.1	1.1
215.	*	1.4	1.7	2.0	3.1	1.9	1.7	.7	.1	.1	.3	1.1
220.	*	1.4	1.7	1.9	3.1	1.9	1.6	.7	.1	.1	.8	1.1
225.	*	1.4	1.7	1.9	3.3	1.8	1.8	.9	.1	.1	1.0	1.1
230.	*	1.4	1.7	1.9	3.3	1.8	1.8	1.1	.2	.4	1.0	1.1
235.	*	1.4	1.7	1.9	3.4	1.6	1.8	1.2	.5	.6	1.0	1.1
240.	*	1.4	1.7	1.9	3.4	1.5	1.7	1.5	.6	.6	1.0	1.1
245.	*	1.4	1.7	1.9	3.5	1.4	1.5	1.7	.6	.6	1.0	1.1
250.	*	1.5	1.7	1.9	2.8	.8	1.1	2.0	.6	.6	1.0	1.1
255.	*	1.6	1.7	1.9	2.7	.5	1.0	1.8	.6	.6	1.0	1.2
260.	*	1.8	1.7	1.9	2.4	.3	.6	1.6	.4	.6	1.0	1.5
265.	*	2.2	1.7	1.9	2.1	.2	.4	1.5	.6	.6	1.0	1.7
270.	*	2.7	1.8	2.0	2.1	.9	.4	1.3	.8	.5	1.0	1.5
275.	*	2.9	2.0	2.2	1.9	1.0	.6	1.1	1.1	.3	.5	1.4
280.	*	2.6	2.2	2.4	1.8	1.0	.9	1.1	1.4	.3	.4	1.7
285.	*	3.4	2.6	2.5	1.7	1.0	1.0	.8	1.2	.4	.6	2.4
290.	*	3.1	2.6	2.8	1.6	1.0	.6	.6	1.5	.9	1.2	3.2
295.	*	3.4	2.9	2.6	1.6	.7	.2	.1	1.0	1.4	1.7	3.4
300.	*	3.5	3.3	3.2	1.4	.1	.1	.1	.8	1.4	1.9	3.6
305.	*	4.0	3.4	3.4	1.0	.1	.0	.0	.6	1.2	2.1	3.7
310.	*	3.3	3.1	3.3	.2	.0	.0	.0	.5	1.3	1.5	3.4
315.	*	3.4	3.1	3.7	.1	.0	.0	.0	.5	.8	1.6	2.3
320.	*	3.5	2.9	3.8	.0	.0	.0	.0	.5	.5	1.4	2.2
325.	*	2.6	2.7	3.9	.0	.0	.0	.0	.4	.2	1.3	2.0
330.	*	2.2	2.3	3.6	.0	.0	.0	.0	.4	.2	1.2	2.0
335.	*	1.8	1.6	3.2	.0	.0	.0	.0	.4	.2	1.0	2.0
340.	*	1.7	1.7	2.3	.0	.0	.0	.0	.4	.2	1.0	2.0
345.	*	1.7	1.2	1.8	.0	.0	.0	.0	.4	.2	.9	2.0
350.	*	1.7	1.0	1.5	.0	.0	.0	.0	.4	.2	.5	2.0
355.	*	1.7	.9	1.2	.0	.0	.0	.0	.4	.2	.4	2.0
MAX	*	4.0	3.4	3.9	3.5	1.9	1.8	2.0	1.5	1.4	2.1	3.7
DEGR.	*	305	305	325	245	210	225	250	290	295	305	305

THE HIGHEST CONCENTRATION IS 7.10 AT 140 DEGREES FROM REC20.

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE
DATE: 02/02/2005 TIME: 22:33
RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR
CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC1 110	REC2 110	REC3 110	REC4 115	REC5 180	REC6 225	REC7 235	REC8 220	REC9 60	REC10 55	REC11 315	REC12 315	REC13 295	REC14 290	REC15 110	REC16 70	REC17 60	REC18 R 110
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	.2	.2	.0	.0	.0	.0	.0	.0	.3	.2	.0	.0	.0	.0	.2	.4	.3	.2
12	.2	.2	.0	.0	.0	.0	.0	.0	.3	.3	.0	.0	.0	.0	.2	.5	.4	.2
13	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.1	.2	.2	.2	.2	.2	.0	.0	.2	.2	.3	.2	.0	.0	.0	.0
16	.0	.0	.1	.2	.2	.2	.2	.2	.0	.0	.2	.2	.3	.2	.0	.0	.0	.0
17	.1	.1	.1	.0	.1	.1	.0	.0	.0	.1	.1	.0	.0	.0	.1	.0	.0	.1
18	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
28	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
29	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
33	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
35	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
36	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.1	.2	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
38	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.1	.1

39	*	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.1	.2
40	*	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.1	.1	.3
41	*	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0
42	*	.2	.2	.1	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2	.2	.3	.3
43	*	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
44	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

CO/LINK (PPM)

ANGLE (DEGREES)

LINK #	*	REC1 110	REC2 110	REC3 110	REC4 115	REC5 180	REC6 225	REC7 235	REC8 220	REC9 60	REC10 55	REC11 315	REC12 315	REC13 295	REC14 290	REC15 110	REC16 70	REC17 60	REC18 R 110
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
47	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
48	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
49	*	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
50	*	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
51	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
52	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0
53	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
54	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
55	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
57	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
58	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
59	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
60	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
61	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
63	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64	*	.1	.2	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2	.2	.2	.2
65	*	.2	.2	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2	.1	.1	.3
66	*	.2	.2	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2	.1	.1	.4
67	*	.1	.1	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1	.1	.3	.1
68	*	.1	.1	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1	.1	.4	.1
69	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
71	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
73	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
74	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
75	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
76	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0
77	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0

79 *	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
80 *	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
81 *	.0	.0	.0	.1	.2	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
82 *	.0	.0	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
83 *	.0	.0	.0	.1	.3	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
84 *	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85 *	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
86 *	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
87 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
88 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
89 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0
90 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
91 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
92 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
93 *	.0	.0	.1	.1	.6	.1	.1	.1	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
94 *	.0	.0	.1	.1	.4	.1	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
95 *	.0	.0	.1	.1	.3	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
96 *	.0	.0	.1	.1	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
97 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.1	.0	.0	.0	.0	.0
98 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.1	.0	.0	.0	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC1 110	REC2 110	REC3 110	REC4 115	REC5 180	REC6 225	REC7 235	REC8 220	REC9 60	REC10 55	REC11 315	REC12 315	REC13 295	REC14 290	REC15 110	REC16 70	REC17 60	REC18 R 110
99	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.2	.1	.1	.0	.0	.0	.0	.0
100	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0
101	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
102	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
103	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
104	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
105	.1	.1	.2	.3	.8	.3	.1	.1	.1	.1	.8	.4	.1	.1	.1	.1	.1	.1
106	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
107	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
108	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
109	.0	.0	.1	.6	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.1	.0
110	.0	.0	.1	.5	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	.0	.0	.1	.0
111	.0	.0	.1	.3	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	.0	.0	.1	.0
112	.0	.0	.0	.2	.0	.0	.0	.0	.1	.1	.2	.1	.1	.1	.0	.0	.1	.0
113	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.2	.1	.1	.1	.0	.0	.1	.0
114	.1	.1	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
115	.1	.1	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
116	.1	.1	.1	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
117	.1	.1	.1	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
118	.1	.1	.1	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1

119 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

DATE: 02/02/2005 TIME: 22:33

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

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38 R
	70	315	240	315	295	245	245	100	115	120	115	65	45	60	75	120	125	175
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
7	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.1
8	.0	.0	.0	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.2	.1	.1	.2	.3	.2	.2	.4	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.2	.1	.1	.2	.4	.2	.2	.4	.0	.0	.0
13	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
14	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15	.2	.2	.2	.3	.3	.3	.2	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
16	.3	.2	.2	.3	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
17	.3	.3	.1	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	.1	.0	.1	.0	.1
18	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.1	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
33	.0	.0	.0	.0	.1	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.1	.0	.1	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
35	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
36	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1

37	*	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
38	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	.1	.1	.0	.0	.0
39	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.1	.1	.1	.0	.0	.0
40	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.3	.1	.1	.1	.1	.0	.0	.0
41	*	.1	.0	.0	.1	.2	.2	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
42	*	.0	.0	.0	.0	.0	.0	.0	.2	.1	.1	.3	.2	.1	.2	.2	.0	.0	.0
43	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
44	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

CO/LINK (PPM)

ANGLE (DEGREES)

LINK #	*	REC21 70	REC22 315	REC23 240	REC24 315	REC25 295	REC26 245	REC27 245	REC28 100	REC29 115	REC30 120	REC31 115	REC32 65	REC33 45	REC34 60	REC35 75	REC36 120	REC37 125	REC38 175 R
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
47	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
48	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
49	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
50	*	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
51	*	.0	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
52	*	.0	.0	.0	.0	.3	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
53	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
54	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
55	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
57	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
58	*	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
59	*	.0	.0	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60	*	.0	.0	.3	.0	.1	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
61	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
62	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
63	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
64	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.1	.1	.1	.0	.0	.0
65	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.3	.1	.1	.1	.1	.0	.0	.0
66	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.4	.1	.1	.1	.1	.0	.0	.0
67	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.3	.1	.1	.1	.0	.0	.0
68	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1	.4	.1	.1	.1	.0	.0	.0
69	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70	*	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
71	*	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72	*	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
73	*	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
74	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
75	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76	*	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

77	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
79	*	.0	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
80	*	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
81	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
82	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
83	*	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
84	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
86	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
87	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
88	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
89	*	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
90	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
91	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
92	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
93	*	.1	.4	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.5
94	*	.1	.3	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.4
95	*	.1	.1	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.3
96	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.2
97	*	.0	.5	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
98	*	.0	.5	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

LINK #	*	CO/LINK (PPM) ANGLE (DEGREES) REC21 70	REC22 315	REC23 240	REC24 315	REC25 295	REC26 245	REC27 245	REC28 100	REC29 115	REC30 120	REC31 115	REC32 65	REC33 45	REC34 60	REC35 75	REC36 120	REC37 125	REC38 175 R
99	*	.0	.4	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
100	*	.0	.3	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
101	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
102	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
103	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
104	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
105	*	.2	1.4	.2	.3	.2	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.2	.3	.8
106	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
107	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
108	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
109	*	.0	.1	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.1	.7	.0
110	*	.0	.2	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.0	.1	.6	.0
111	*	.0	.2	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.0	.1	.4	.0
112	*	.0	.2	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.1	.2	.0
113	*	.0	.2	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.2	.0
114	*	.4	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1
115	*	.3	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1
116	*	.2	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1

117 *	.2	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.2	
118 *	.1	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.2	
119 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

DATE: 02/02/2005 TIME: 22:33

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

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51
	305	305	325	245	210	225	250	290	295	305	305
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.2
10	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15	.3	.1	.1	.3	.1	.2	.1	.1	.2	.2	.3
16	.3	.1	.1	.2	.1	.1	.2	.1	.2	.2	.3
17	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
18	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.1
23	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
32	.0	.0	.0	.2	.1	.1	.1	.1	.1	.1	.1
33	.0	.0	.0	.2	.1	.1	.1	.1	.0	.1	.1
34	.0	.0	.0	.3	.1	.1	.0	.1	.0	.1	.1
35	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0

36	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
37	*	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
38	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
39	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
40	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
41	*	.1	.0	.0	.2	.1	.2	.4	.3	.1	.1	.2
42	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
43	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
44	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

LINK #	*	CO/LINK (PPM) ANGLE (DEGREES) REC41 305	REC42 305	REC43 325	REC44 245	REC45 210	REC46 225	REC47 250	REC48 290	REC49 295	REC50 305	REC51 305
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
47	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
48	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
49	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
50	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
51	*	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.2
52	*	.0	.0	.0	.0	.0	.0	.1	.0	.1	.1	.2
53	*	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.1
54	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
55	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
57	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
58	*	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
59	*	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
60	*	.1	.0	.0	.4	.1	.1	.0	.1	.1	.1	.1
61	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
63	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
65	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
66	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
67	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
68	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
69	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
71	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72	*	.2	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
73	*	.3	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
74	*	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0
75	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0

76	*	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
77	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
79	*	.0	.0	.0	.1	.1	.1	.1	.1	.0	.0	.1
80	*	.0	.0	.0	.1	.1	.1	.0	.1	.0	.0	.0
81	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
82	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
83	*	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
84	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
86	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
87	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
88	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
89	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
90	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
91	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
92	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
93	*	.0	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0
94	*	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0
95	*	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
96	*	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
97	*	.1	.1	.3	.0	.0	.0	.0	.0	.0	.1	.1
98	*	.1	.1	.3	.0	.0	.0	.0	.0	.0	.1	.1

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JOB: I-25/Alameda System Alt 1 RUN: 2025 WEST SIDE

LINK #	*	CO/LINK (PPM) ANGLE (DEGREES) REC41 305	REC42 305	REC43 325	REC44 245	REC45 210	REC46 225	REC47 250	REC48 290	REC49 295	REC50 305	REC51 305
99	*	.1	.1	.2	.0	.0	.0	.0	.0	.0	.1	.1
100	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1
101	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
102	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
103	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
104	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
105	*	.3	.4	.7	.2	.1	.1	.1	.1	.1	.1	.2
106	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
107	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
108	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
109	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1
110	*	.1	.1	.1	.0	.0	.0	.0	.0	.1	.1	.1
111	*	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1	.1
112	*	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1	.1
113	*	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1	.1
114	*	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0
115	*	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0

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  116  *    .0    .0    .0    .1    .1    .1    .1    .0    .0    .0    .0
  117  *    .0    .0    .0    .1    .1    .1    .1    .0    .0    .0    .0
  118  *    .0    .0    .0    .1    .1    .1    .1    .0    .0    .0    .0
  119  *    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0    .0

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1                        CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992                  PAGE  1
                             (Modified by Balloffet & Associates, April, 1994)
                                       POLLUTANT MODELLED: CARBON MONOXIDE
      JOB: I-25/Alameda System Alt 1                                RUN: 2025 EAST SIDE
      DATE: 02/02/2005   TIME: 22:27
       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =    .0 cm/s       VD =    .0 cm/s       Z0 = 175. cm         TMPC =  2.0Deg C     ALT =1609.0 m
        U =  1.0 m/s         CLAS =   4  (D)     ATIM =  60. Minutes     MIXH =  1000. m   AMB =   .0 ppm
       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH  BRG TYPE   VPH    EF      H   W    V/C QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)  (DEG)           (G/MI)  (FT) (FT)       (VEH)
      ------------------------*----------------------------------------*--------------------------------------------------------
       1. eb alameda 1a Que   *    408.0     719.0    -479.5     734.2 *     888.   271. AG    89. 100.0    .0 12.0 1.07  45.1
       2. eb alameda 1b Que   *    408.0     707.0    -479.5     722.2 *     888.   271. AG    89. 100.0    .0 12.0 1.07  45.1
       3. eb alameda 2a Que   *    955.0     710.0     882.4     709.6 *      73.   270. AG    41. 100.0    .0 12.0  .48   3.7
       4. eb alameda 2b Que   *    957.0     698.0     884.4     696.8 *      73.   269. AG    41. 100.0    .0 12.0  .48   3.7
       5. eb alameda 2c Que   *    957.0     686.0     884.4     684.8 *      73.   269. AG    41. 100.0    .0 12.0  .48   3.7
       6. eb alameda 3a Que   *   1298.0     719.0    1074.8     717.0 *     223.   269. AG    98. 100.0    .0 12.0  .91  11.3
       7. eb alameda 3b Que   *   1300.0     707.0    1076.9     701.2 *     223.   269. AG    98. 100.0    .0 12.0  .91  11.3
       8. eb alameda 4a Que   *   1668.0     723.0    1536.2     720.1 *     132.   269. AG    55. 100.0    .0 12.0  .74   6.7
       9. eb alameda 4b Que   *   1673.0     711.0    1541.2     708.2 *     132.   269. AG    55. 100.0    .0 12.0  .74   6.7
      10. eb alameda ltb1 Que *    934.0     735.0     385.7     727.1 *     548.   269. AG   139. 100.0    .0 12.0 1.15  27.9
      11. eb alameda ltb2 Que *    934.0     723.0     385.7     715.1 *     548.   269. AG   139. 100.0    .0 12.0 1.15  27.9
      12. eb alameda ltc1 Que *   1290.0     742.0    1235.0     741.8 *      55.   270. AG    98. 100.0    .0 12.0  .30   2.8
      13. eb alameda ltc2 Que *   1293.0     730.0    1238.0     729.8 *      55.   270. AG    98. 100.0    .0 12.0  .30   2.8
      14. eb alameda ltd1 Que *   1663.0     741.0    1120.6     747.0 *     542.   271. AG   150. 100.0    .0 12.0 1.27  27.6
      15. eb alameda ltd2 Que *   1662.0     732.0    1119.6     732.0 *     542.   270. AG   150. 100.0    .0 12.0 1.27  27.6
      16. eb alameda rtc Que  *   1305.0     695.0     531.5     675.7 *     774.   269. AG    84. 100.0    .0 12.0 1.06  39.3
      17. kal 1a Que          *   1297.0     800.0    1223.2     982.8 *     197.   338. AG   102. 100.0    .0 12.0  .88  10.0
      18. kal 1b Que          *   1312.0     800.0    1238.2     982.8 *     197.   338. AG   102. 100.0    .0 12.0  .88  10.0
      19. kal 1c Que          *   1324.0     800.0    1250.2     982.8 *     197.   338. AG   102. 100.0    .0 12.0  .88  10.0
      20. kal lt Que          *   1331.0     817.0    1287.9     925.7 *     117.   338. AG   102. 100.0    .0 12.0  .65   5.9
      21. kal rt Que          *   1276.0     817.0     963.5    1580.7 *     825.   338. AG    84. 100.0    .0 12.0 1.07  41.9
      22. nb river rt Que     *    742.0     676.0     950.1      67.0 *     644.   161. AG    33. 100.0    .0 12.0 1.15  32.7
      23. off 1 Que           *    935.0     815.0     779.7    1224.3 *     438.   339. AG    46. 100.0    .0 12.0 1.08  22.2
      24. off 2 Que           *    947.0     815.0     792.7    1224.7 *     438.   339. AG    46. 100.0    .0 12.0 1.08  22.2
      25. santa 1 Que         *   1732.0     691.0    1933.0     161.7 *     566.   159. AG   123. 100.0    .0 12.0 1.07  28.8
      26. santa 2 Que         *   1720.0     691.0    1920.2     161.4 *     566.   159. AG   123. 100.0    .0 12.0 1.07  28.8
      27. santa 3 Que         *   1706.0     692.0    1906.3     162.4 *     566.   159. AG   123. 100.0    .0 12.0 1.07  28.8
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28. santa lt Que	*	1691.0	695.0	1977.2	-57.0	*	805.	159.	AG	116.	100.0	.0	12.0	1.12	40.9
29. santa rt1 Que	*	1771.0	632.0	1919.9	224.3	*	434.	160.	AG	114.	100.0	.0	12.0	1.03	22.1
30. wb alameda 1a Que	*	1736.0	756.0	2091.9	753.0	*	356.	90.	AG	54.	100.0	.0	12.0	1.00	18.1
31. wb alameda 1b Que	*	1731.0	768.0	2086.9	765.1	*	356.	90.	AG	54.	100.0	.0	12.0	1.00	18.1
32. wb alameda 2a Que	*	1374.0	768.0	1716.1	768.0	*	342.	90.	AG	77.	100.0	.0	12.0	1.00	17.4
33. wb alameda 2b Que	*	1374.0	780.0	1716.1	780.0	*	342.	90.	AG	77.	100.0	.0	12.0	1.00	17.4
34. wb alameda 2c Que	*	1367.0	792.0	1709.1	788.3	*	342.	91.	AG	77.	100.0	.0	12.0	1.00	17.4
35. wb alameda 3a Que	*	1035.0	767.0	1355.8	770.0	*	321.	89.	AG	71.	100.0	.0	12.0	.99	16.3
36. wb alameda 3b Que	*	1023.0	779.0	1343.8	781.7	*	321.	90.	AG	71.	100.0	.0	12.0	.99	16.3
37. wb alameda 3c Que	*	1023.0	791.0	1343.8	793.7	*	321.	90.	AG	71.	100.0	.0	12.0	.99	16.3
38. wb alameda 4a Que	*	498.0	752.0	794.7	763.1	*	297.	88.	AG	66.	100.0	.0	12.0	.97	15.1
39. wb alameda 4b Que	*	498.0	764.0	794.7	775.1	*	297.	88.	AG	66.	100.0	.0	12.0	.97	15.1
40. wb alameda 4c Que	*	498.0	776.0	794.7	787.1	*	297.	88.	AG	66.	100.0	.0	12.0	.97	15.1
41. wb alameda ltb Que	*	1367.0	757.0	1921.2	747.1	*	554.	91.	AG	143.	100.0	.0	12.0	1.18	28.2
42. wb alameda ltd Que	*	494.0	739.0	971.1	765.1	*	478.	87.	AG	130.	100.0	.0	12.0	1.08	24.3
43. wb alameda rtc Que	*	1036.0	806.0	1181.4	807.5	*	145.	89.	AG	71.	100.0	.0	12.0	.78	7.4
44. eb alameda 2a Apr	*	1047.0	714.0	781.0	709.0	*	266.	269.	AG	760.	6.7	.0	32.0		

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE
DATE: 02/02/2005 TIME: 22:27

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
45. eb alameda 2b Apr	*	1023.0	701.0	773.0	695.0	*	250.	269.	AG	760.	6.7	.0	32.0		
46. eb alameda 2c Apr	*	1023.0	689.0	773.0	683.0	*	250.	269.	AG	760.	6.7	.0	32.0		
47. eb alameda 3a Apr	*	1345.0	720.0	1186.0	718.0	*	159.	269.	AG	773.	6.7	.0	32.0		
48. eb alameda 3b Apr	*	1349.0	708.0	1185.0	704.0	*	164.	269.	AG	773.	6.7	.0	32.0		
49. eb alameda 4a Apr	*	1701.0	724.0	1531.0	720.0	*	170.	269.	AG	778.	6.7	.0	32.0		
50. eb alameda 4b Apr	*	1708.0	712.0	1530.0	708.0	*	178.	269.	AG	778.	6.7	.0	32.0		
51. kal 1a Apr	*	1321.0	744.0	1115.0	1251.0	*	547.	338.	AG	925.	6.7	.0	32.0		
52. kal 1b Apr	*	1335.0	744.0	1130.0	1251.0	*	547.	338.	AG	925.	6.7	.0	32.0		
53. kal 1c Apr	*	1348.0	744.0	1142.0	1251.0	*	547.	338.	AG	925.	6.7	.0	32.0		
54. santa 1 Apr	*	1713.0	743.0	1953.0	109.0	*	678.	159.	AG	765.	6.7	.0	32.0		
55. santa 2 Apr	*	1701.0	743.0	1940.0	109.0	*	678.	159.	AG	765.	6.7	.0	32.0		
56. santa 3 Apr	*	1687.0	744.0	1925.0	113.0	*	674.	159.	AG	765.	6.7	.0	32.0		
57. wb alameda 1a Apr	*	1689.0	760.0	2095.0	753.0	*	406.	91.	AG	1073.	6.7	.0	32.0		
58. wb alameda 1b Apr	*	1683.0	772.0	2095.0	765.0	*	412.	91.	AG	1073.	6.7	.0	32.0		
59. wb alameda 2a Apr	*	1333.0	767.0	1510.0	768.0	*	177.	90.	AG	932.	6.7	.0	32.0		
60. wb alameda 2b Apr	*	1325.0	779.0	1510.0	780.0	*	185.	90.	AG	932.	6.7	.0	32.0		
61. wb alameda 2c Apr	*	1318.0	791.0	1648.0	789.0	*	330.	90.	AG	932.	6.7	.0	32.0		
62. wb alameda 3a Apr	*	1021.0	767.0	1141.0	768.0	*	120.	90.	AG	1112.	6.7	.0	32.0		
63. wb alameda 3b Apr	*	1006.0	779.0	1141.0	780.0	*	135.	90.	AG	1112.	6.7	.0	32.0		
64. wb alameda 3c Apr	*	1006.0	791.0	1141.0	792.0	*	135.	90.	AG	1112.	6.7	.0	32.0		
65. wb alameda 4a Apr	*	452.0	749.0	847.0	765.0	*	395.	88.	AG	1043.	6.7	.0	32.0		
66. wb alameda 4b Apr	*	452.0	761.0	847.0	777.0	*	395.	88.	AG	1043.	6.7	.0	32.0		

67.	wb alameda 4c Apr	*	452.0	773.0	847.0	789.0	*	395.	88.	AG	1043.	6.7	.0	32.0
68.	eb alameda 1a Dprt	*	781.0	709.0	453.0	719.0	*	328.	272.	AG	998.	6.7	.0	32.0
69.	eb alameda 1b Dprt	*	773.0	695.0	453.0	707.0	*	320.	272.	AG	998.	6.7	.0	32.0
70.	eb alameda 2a Dprt	*	1186.0	718.0	1047.0	714.0	*	139.	268.	AG	773.	6.7	.0	32.0
71.	eb alameda 2b Dprt	*	1185.0	704.0	1023.0	701.0	*	162.	269.	AG	773.	6.7	.0	32.0
72.	eb alameda 2c Dprt	*	1185.0	692.0	1023.0	689.0	*	162.	269.	AG	773.	6.7	.0	32.0
73.	eb alameda 3a Dprt	*	1531.0	720.0	1345.0	720.0	*	186.	270.	AG	778.	6.7	.0	32.0
74.	eb alameda 3b Dprt	*	1530.0	708.0	1349.0	708.0	*	181.	270.	AG	778.	6.7	.0	32.0
75.	eb alameda 4a Dprt	*	2095.0	740.0	1701.0	724.0	*	394.	268.	AG	1018.	6.7	.0	32.0
76.	eb alameda 4b Dprt	*	2095.0	728.0	1708.0	712.0	*	387.	268.	AG	1018.	6.7	.0	32.0
77.	kal 1a Dprt	*	1411.0	530.0	1321.0	744.0	*	232.	337.	AG	880.	6.7	.0	32.0
78.	kal 1b Dprt	*	1423.0	534.0	1335.0	744.0	*	228.	337.	AG	880.	6.7	.0	32.0
79.	kal 1c Dprt	*	1433.0	542.0	1348.0	744.0	*	219.	337.	AG	880.	6.7	.0	32.0
80.	santa 1 Dprt	*	1520.0	1230.0	1713.0	743.0	*	524.	158.	AG	510.	6.7	.0	32.0
81.	santa 2 Dprt	*	1506.0	1232.0	1701.0	743.0	*	526.	158.	AG	510.	6.7	.0	32.0
82.	santa 3 Dprt	*	1494.0	1231.0	1687.0	744.0	*	524.	158.	AG	510.	6.7	.0	32.0
83.	wb alameda 1a Dprt	*	1510.0	768.0	1689.0	760.0	*	179.	93.	AG	932.	6.7	.0	32.0
84.	wb alameda 1b Dprt	*	1510.0	780.0	1683.0	772.0	*	173.	93.	AG	932.	6.7	.0	32.0
85.	wb alameda 2a Dprt	*	1141.0	768.0	1333.0	767.0	*	192.	90.	AG	1112.	6.7	.0	32.0
86.	wb alameda 2b Dprt	*	1141.0	780.0	1325.0	779.0	*	184.	90.	AG	1112.	6.7	.0	32.0
87.	wb alameda 2c Dprt	*	1141.0	792.0	1318.0	791.0	*	177.	90.	AG	1112.	6.7	.0	32.0
88.	wb alameda 3a Dprt	*	847.0	765.0	1021.0	767.0	*	174.	89.	AG	1043.	6.7	.0	32.0
89.	wb alameda 3b Dprt	*	847.0	777.0	1006.0	779.0	*	159.	89.	AG	1043.	6.7	.0	32.0
90.	wb alameda 3c Dprt	*	847.0	789.0	1006.0	791.0	*	159.	89.	AG	1043.	6.7	.0	32.0
91.	kal 2a	*	1715.0	143.0	1411.0	530.0	*	492.	322.	AG	880.	6.7	.0	32.0
92.	kal 2b	*	1727.0	151.0	1423.0	534.0	*	489.	322.	AG	880.	6.7	.0	32.0
93.	kal 2c	*	1736.0	160.0	1433.0	542.0	*	488.	322.	AG	880.	6.7	.0	32.0
94.	nb i25 1a	*	1227.0	751.0	1492.0	137.0	*	669.	157.	DP	1600.	8.1	-25.0	32.0
95.	nb i25 1b	*	1217.0	748.0	1478.0	137.0	*	664.	157.	DP	1600.	8.1	-25.0	32.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE
DATE: 02/02/2005 TIME: 22:27

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)
96. nb i25 1c	*	1205.0	745.0	1465.0	137.0	*	661.	157.	DP	1600.	8.1	-25.0	32.0		
97. nb i25 1d	*	1193.0	746.0	1452.0	136.0	*	663.	157.	DP	1600.	8.1	-25.0	32.0		
98. nb i25 2a	*	943.0	1370.0	1227.0	751.0	*	681.	155.	DP	1600.	8.1	-25.0	32.0		
99. nb i25 2b	*	935.0	1359.0	1217.0	748.0	*	673.	155.	DP	1600.	8.1	-25.0	32.0		
100. nb i25 2c	*	926.0	1355.0	1205.0	745.0	*	671.	155.	DP	1600.	8.1	-25.0	32.0		
101. nb i25 2d	*	910.0	1356.0	1193.0	746.0	*	672.	155.	DP	1600.	8.1	-25.0	32.0		
102. nb on 1a	*	865.0	1127.0	971.0	819.0	*	326.	161.	AG	608.	9.0	.0	32.0		
103. nb on 1b	*	879.0	1118.0	985.0	821.0	*	315.	160.	AG	608.	9.0	.0	32.0		
104. nb on 2a	*	918.0	1380.0	865.0	1127.0	*	258.	192.	AG	608.	9.0	.0	32.0		
105. nb on 2b	*	930.0	1376.0	879.0	1118.0	*	263.	191.	AG	608.	9.0	.0	32.0		

106.	nb santa on	*	1010.0	1245.0	1541.0	126.0	*	1239.	155.	AG	2605.	9.0	.0	32.0
107.	off rt1	*	904.0	859.0	721.0	1346.0	*	520.	339.	AG	460.	9.0	.0	32.0
108.	off rt2	*	881.0	805.0	904.0	859.0	*	59.	23.	AG	460.	9.0	.0	32.0
109.	santa rt2	*	1810.0	706.0	1771.0	632.0	*	84.	208.	AG	480.	6.7	.0	32.0
110.	sb i25 1a	*	1096.0	749.0	818.0	1350.0	*	662.	335.	DP	2000.	8.1	-25.0	32.0
111.	sb i25 1b	*	1107.0	749.0	828.0	1355.0	*	667.	335.	DP	2112.	8.1	-25.0	32.0
112.	sb i25 1c	*	1122.0	748.0	842.0	1356.0	*	669.	335.	DP	2112.	8.1	-25.0	32.0
113.	sb i25 1d	*	1136.0	748.0	856.0	1357.0	*	670.	335.	DP	2112.	8.1	-25.0	32.0
114.	sb i25 1e	*	1148.0	748.0	868.0	1357.0	*	670.	335.	DP	2112.	8.1	-25.0	32.0
115.	sb i25 2a	*	1377.0	100.0	1096.0	749.0	*	707.	337.	DP	2000.	8.1	-25.0	32.0
116.	sb i25 2b	*	1387.0	106.0	1107.0	749.0	*	701.	336.	DP	2112.	8.1	-25.0	32.0
117.	sb i25 2c	*	1400.0	103.0	1122.0	748.0	*	702.	337.	DP	2112.	8.1	-25.0	32.0
118.	sb i25 2d	*	1409.0	112.0	1136.0	748.0	*	692.	337.	DP	2112.	8.1	-25.0	32.0
119.	sb i25 2e	*	1421.0	112.0	1148.0	748.0	*	692.	337.	DP	2112.	8.1	-25.0	32.0
120.	sb river	*	938.0	71.0	718.0	679.0	*	647.	340.	AG	45.	6.7	.0	32.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE
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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.	eb alameda 1a Que	*	100	50	5.0	785	1700	66.60	1	3
2.	eb alameda 1b Que	*	100	50	5.0	785	1700	66.60	1	3
3.	eb alameda 2a Que	*	100	23	5.0	577	1700	66.60	1	3
4.	eb alameda 2b Que	*	100	23	5.0	577	1700	66.60	1	3
5.	eb alameda 2c Que	*	100	23	5.0	577	1700	66.60	1	3
6.	eb alameda 3a Que	*	100	55	5.0	590	1700	66.60	1	3
7.	eb alameda 3b Que	*	100	55	5.0	590	1700	66.60	1	3
8.	eb alameda 4a Que	*	100	31	5.0	778	1700	66.60	1	3
9.	eb alameda 4b Que	*	100	31	5.0	778	1700	66.60	1	3
10.	eb alameda ltb1 Que	*	100	78	5.0	275	1600	66.60	1	3
11.	eb alameda ltb2 Que	*	100	78	5.0	275	1600	66.60	1	3
12.	eb alameda ltc1 Que	*	100	55	5.0	183	1600	66.60	1	3
13.	eb alameda ltc2 Que	*	100	55	5.0	183	1600	66.60	1	3
14.	eb alameda ltd1 Que	*	100	84	5.0	183	1600	66.60	1	3
15.	eb alameda ltd2 Que	*	100	84	5.0	183	1600	66.60	1	3
16.	eb alameda rtc Que	*	100	47	5.0	780	1600	66.60	1	3
17.	kal 1a Que	*	100	57	5.0	538	1700	66.60	1	3
18.	kal 1b Que	*	100	57	5.0	538	1700	66.60	1	3
19.	kal 1c Que	*	100	57	5.0	538	1700	66.60	1	3
20.	kal lt Que	*	100	57	5.0	375	1600	66.60	1	3
21.	kal rt Que	*	100	47	5.0	785	1600	66.60	1	3
22.	nb river rt Que	*	100	75	5.0	330	1600	16.60	1	3
23.	off 1 Que	*	100	77	5.0	295	1700	22.50	1	3

24.	off 2 Que	*	100	77	5.0	295	1700	22.50	1	3
25.	santa 1 Que	*	100	69	5.0	438	1700	66.60	1	3
26.	santa 2 Que	*	100	69	5.0	438	1700	66.60	1	3
27.	santa 3 Que	*	100	69	5.0	438	1700	66.60	1	3
28.	santa lt Que	*	100	65	5.0	500	1600	66.60	1	3
29.	santa rt1 Que	*	100	64	5.0	480	1600	66.60	1	3
30.	wb alameda 1a Que	*	100	30	5.0	1073	1700	66.60	1	3
31.	wb alameda 1b Que	*	100	30	5.0	1073	1700	66.60	1	3
32.	wb alameda 2a Que	*	100	43	5.0	850	1700	66.60	1	3
33.	wb alameda 2b Que	*	100	43	5.0	850	1700	66.60	1	3
34.	wb alameda 2c Que	*	100	43	5.0	850	1700	66.60	1	3
35.	wb alameda 3a Que	*	100	40	5.0	890	1700	66.60	1	3
36.	wb alameda 3b Que	*	100	40	5.0	890	1700	66.60	1	3
37.	wb alameda 3c Que	*	100	40	5.0	890	1700	66.60	1	3
38.	wb alameda 4a Que	*	100	37	5.0	928	1700	66.60	1	3
39.	wb alameda 4b Que	*	100	37	5.0	928	1700	66.60	1	3
40.	wb alameda 4c Que	*	100	37	5.0	928	1700	66.60	1	3
41.	wb alameda ltb Que	*	100	80	5.0	245	1600	66.60	1	3
42.	wb alameda ltd Que	*	100	73	5.0	345	1600	66.60	1	3
43.	wb alameda rtc Que	*	100	40	5.0	665	1600	66.60	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. R-1	414.0	816.0	6.0
2. R-2	476.0	815.0	6.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE
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RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
3. R-3	871.0	824.0	6.0
4. R-4	995.0	842.0	6.0
5. R-5	1259.0	815.0	6.0
6. R-6	1342.0	837.0	6.0
7. R-7	1634.0	832.0	6.0
8. R-8	1704.0	814.0	6.0
9. R-9	417.0	671.0	6.0
10. R-10	490.0	662.0	6.0
11. R-11	1340.0	653.0	6.0
12. R-12	1402.0	663.0	6.0
13. R-13	1680.0	675.0	6.0
14. R-14	1809.0	664.0	6.0

15.	R-15	*	399.0	789.0	6.0	*
16.	R-16	*	385.0	689.0	6.0	*
17.	R-17	*	506.0	688.0	6.0	*
18.	R-18	*	521.0	793.0	6.0	*
19.	R-19	*	944.0	668.0	6.0	*
20.	R-20	*	1032.0	822.0	6.0	*
21.	R-21	*	1057.0	672.0	6.0	*
22.	R-22	*	1302.0	675.0	6.0	*
23.	R-23	*	1387.0	809.0	6.0	*
24.	R-24	*	1413.0	691.0	6.0	*
25.	R-25	*	1654.0	693.0	6.0	*
26.	R-26	*	1616.0	805.0	6.0	*
27.	R-27	*	1753.0	785.0	6.0	*
28.	R-28	*	349.0	788.0	6.0	*
29.	R-29	*	414.0	864.0	6.0	*
30.	R-30	*	475.0	862.0	6.0	*
31.	R-31	*	571.0	795.0	6.0	*
32.	R-32	*	555.0	686.0	6.0	*
33.	R-33	*	490.0	631.0	6.0	*
34.	R-34	*	417.0	631.0	6.0	*
35.	R-35	*	348.0	691.0	6.0	*
36.	R-36	*	881.0	874.0	6.0	*
37.	R-37	*	974.0	902.0	6.0	*
38.	R-38	*	1240.0	861.0	6.0	*
39.	R-39	*	1318.0	877.0	6.0	*
40.	R-40	*	1438.0	809.0	6.0	*
41.	R-41	*	1463.0	691.0	6.0	*
42.	R-42	*	1421.0	617.0	6.0	*
43.	R-43	*	1363.0	598.0	6.0	*
44.	R-44	*	1566.0	806.0	6.0	*
45.	R-45	*	1615.0	879.0	6.0	*
46.	R-46	*	1686.0	861.0	6.0	*
47.	R-47	*	1803.0	784.0	6.0	*
48.	R-48	*	1852.0	700.0	6.0	*
49.	R-49	*	1795.0	617.0	6.0	*
50.	R-50	*	1698.0	628.0	6.0	*
51.	R-51	*	1604.0	692.0	6.0	*

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE
MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.
WIND ANGLE RANGE: 0.-355.
WIND * CONCENTRATION

ANGLE (DEGR)	(PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	.0	.0	.9	2.7	1.6	.0	.4	.0	.4	1.1	1.9	1.3	1.2	.9	.0	.6	1.7	.0	2.5	4.7
5.	.0	.0	1.0	2.8	1.5	.0	.4	.0	.4	1.1	1.7	1.3	1.4	.9	.0	.7	1.8	.0	2.4	4.6
10.	.0	.0	1.2	2.8	1.7	.0	.4	.0	.4	1.1	1.8	1.4	1.4	1.0	.0	.8	1.8	.0	2.4	4.5
15.	.0	.0	1.6	2.7	1.7	.0	.4	.0	.4	1.3	1.6	1.4	1.3	.9	.0	.8	1.7	.0	2.2	4.2
20.	.0	.0	1.6	2.6	1.5	.0	.4	.0	.6	1.4	1.6	1.4	1.2	.9	.0	.9	1.7	.0	2.3	4.1
25.	.0	.0	1.6	2.5	1.5	.0	.4	.0	.7	1.5	1.9	1.4	1.3	1.0	.0	.8	1.7	.0	2.1	4.0
30.	.0	.0	1.6	2.5	1.5	.0	.3	.0	.8	1.5	1.8	1.4	1.3	.9	.0	.9	1.9	.0	2.2	3.8
35.	.0	.0	1.7	2.5	1.5	.0	.3	.0	.9	1.5	1.8	1.4	1.3	.9	.0	.9	1.9	.0	2.2	3.6
40.	.0	.0	1.7	2.5	1.5	.0	.3	.0	1.1	1.8	1.8	1.4	1.3	.8	.0	1.1	2.3	.3	2.3	3.5
45.	.0	.3	1.7	2.4	1.4	.0	.3	.0	1.3	2.2	1.9	1.3	1.8	.8	.0	1.3	2.6	.5	2.4	3.4
50.	.0	.5	1.7	2.4	1.3	.0	.3	.0	1.7	2.2	1.9	1.4	1.7	.8	.0	1.2	2.7	.6	2.5	3.4
55.	.4	.6	1.7	2.4	1.3	.0	.3	.0	1.9	2.4	1.8	1.4	1.7	.8	.2	1.6	2.8	.6	2.4	3.4
60.	.6	.6	1.7	2.3	1.3	.0	.3	.0	2.3	2.4	1.7	1.4	1.8	.8	.6	2.0	3.0	.6	2.7	3.4
65.	.6	.6	1.7	2.3	1.2	.0	.3	.0	2.1	2.4	1.7	1.3	2.1	.6	.6	1.9	3.0	.7	3.2	3.4
70.	.6	.6	1.7	2.3	1.2	.0	.3	.0	2.0	1.8	1.4	1.2	2.0	.5	.7	2.2	2.9	.7	2.6	3.5
75.	.6	.6	1.7	2.3	1.2	.0	.3	.0	1.8	1.5	1.0	.9	1.9	.3	.8	2.1	2.3	1.0	2.6	3.6
80.	.5	.7	1.7	2.5	1.4	.0	.3	.0	1.6	1.3	.9	1.0	1.8	.2	.6	2.0	2.2	1.1	2.4	3.6
85.	.5	.6	1.8	2.4	1.7	.0	.3	.1	1.2	1.2	.8	.5	1.6	.1	1.1	1.9	1.9	1.1	2.3	3.8
90.	.8	.8	2.0	3.0	2.3	.4	.5	.2	.9	.8	.6	.1	1.6	.0	1.3	1.2	1.7	1.7	2.1	4.4
95.	1.1	1.3	2.1	3.2	2.3	.6	.5	.6	.6	.7	.5	.3	1.5	.0	1.7	.8	1.3	2.0	1.8	4.5
100.	1.4	1.4	2.0	3.5	2.3	1.2	1.0	.8	.5	.7	.9	.4	1.4	.0	1.9	.6	1.4	2.2	1.3	5.1
105.	1.7	1.6	2.7	3.8	2.6	1.2	1.1	.9	.4	.7	1.0	.4	1.4	.0	1.9	.4	1.1	2.9	1.2	5.5
110.	2.3	2.4	3.1	4.0	3.0	1.4	1.1	1.0	.1	.6	1.1	.5	1.6	.0	2.2	.1	1.0	3.1	1.1	6.2
115.	2.3	2.4	2.4	4.7	2.8	1.3	1.4	1.0	.1	.1	1.1	.5	1.6	.0	1.5	.1	.7	3.1	1.1	6.5
120.	1.8	2.3	2.0	4.1	2.8	1.8	1.5	1.0	.0	.0	1.1	.5	1.6	.0	1.2	.0	.2	3.0	1.1	6.8
125.	1.2	1.8	1.9	4.1	3.1	1.7	1.3	1.0	.0	.0	.9	.4	1.8	.0	1.1	.0	.1	2.3	1.0	6.6
130.	1.1	1.7	1.9	4.3	2.6	1.8	1.3	1.0	.0	.0	1.0	.3	1.9	.0	.8	.0	.1	2.2	1.0	6.7
135.	1.1	1.7	2.0	4.3	2.3	1.9	1.8	1.0	.0	.0	.9	.1	2.0	.0	.7	.0	.1	2.1	.7	7.0
140.	1.0	1.7	1.9	4.1	2.1	1.6	2.3	1.0	.0	.0	1.0	.3	2.1	.0	.6	.0	.0	2.1	.6	7.1
145.	.8	1.7	1.9	3.7	2.6	1.5	2.2	1.4	.0	.0	1.1	.4	2.1	.0	.6	.0	.0	2.1	.4	6.7
150.	.7	1.5	1.7	2.9	3.0	1.6	2.2	1.6	.0	.0	1.3	.5	1.8	.0	.4	.0	.0	2.0	.0	6.2
155.	.5	1.3	1.4	1.7	3.3	1.7	2.1	1.9	.0	.0	1.4	.7	1.6	.2	.4	.0	.0	2.0	.0	5.1
160.	.3	1.1	1.4	1.4	4.0	1.6	2.3	2.3	.0	.0	1.6	.8	1.3	.6	.4	.0	.0	2.0	.0	3.7
165.	.3	1.1	1.4	1.1	4.7	1.7	2.1	2.6	.0	.0	1.7	1.1	.9	.9	.4	.0	.0	2.0	.0	2.7
170.	.2	1.0	1.4	.9	4.9	2.0	1.9	2.6	.0	.0	2.2	1.4	.5	1.0	.4	.0	.0	1.9	.0	1.9
175.	.2	.9	1.4	.8	5.2	2.5	1.4	2.4	.0	.0	2.3	1.8	.1	1.1	.5	.0	.0	1.9	.0	1.2
180.	.2	.9	1.5	.6	5.3	2.7	1.2	1.9	.0	.0	2.3	1.9	.1	1.3	.4	.0	.0	1.9	.0	.9
185.	.2	.9	1.4	.7	5.1	2.9	1.4	1.9	.0	.0	2.4	1.9	.0	1.3	.4	.0	.0	1.9	.0	1.0
190.	.4	.8	1.3	.8	5.0	3.1	1.5	1.9	.0	.0	2.5	1.9	.1	1.2	.4	.0	.0	1.9	.0	1.0
195.	.4	.6	1.3	.9	5.0	3.1	1.7	1.8	.0	.0	2.5	2.0	.1	1.2	.4	.0	.0	1.7	.0	1.0
200.	.4	.6	1.5	1.0	4.7	3.2	1.7	2.0	.0	.0	2.2	2.0	.1	1.2	.3	.0	.0	1.8	.0	.9
205.	.2	.5	1.4	1.2	4.6	3.5	2.1	1.8	.0	.0	2.2	1.9	.1	1.3	.2	.0	.0	1.8	.0	.9

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
210.	.2	.4	1.2	1.2	4.4	3.7	2.5	1.9	.0	.0	2.1	1.7	.1	1.3	.2	.0	.0	1.8	.0	1.0
215.	.2	.4	1.1	1.4	3.9	4.0	2.4	2.4	.0	.0	1.9	1.7	.7	1.3	.2	.0	.0	1.7	.0	1.0
220.	.2	.5	1.1	1.5	4.1	3.8	2.3	2.7	.0	.0	1.9	1.7	1.0	1.2	.2	.0	.0	1.6	.0	1.2
225.	.2	.4	1.4	1.4	4.7	4.0	2.3	2.6	.0	.0	1.9	1.7	1.0	1.2	.2	.0	.0	1.5	.0	1.3
230.	.2	.3	1.7	1.3	4.3	3.9	2.4	2.5	.0	.0	1.8	1.7	1.0	1.5	.2	.0	.0	1.1	.0	1.4
235.	.2	.2	1.7	1.4	4.3	3.7	2.6	2.7	.0	.0	1.9	1.7	1.0	1.6	.2	.0	.0	1.2	.0	1.5
240.	.2	.2	1.8	1.5	4.3	3.8	2.4	2.6	.0	.0	1.9	1.7	1.0	1.7	.2	.0	.0	1.1	.0	1.5
245.	.2	.2	1.8	1.8	4.1	3.9	2.3	2.5	.0	.0	1.9	1.7	1.0	1.6	.3	.0	.0	1.1	.0	1.3
250.	.2	.2	1.7	1.5	4.1	3.5	2.0	2.5	.0	.0	1.9	1.7	1.0	1.6	.3	.0	.0	1.0	.0	1.6
255.	.2	.2	1.4	1.7	4.0	3.8	1.4	2.0	.0	.0	1.9	1.7	1.0	1.5	.3	.1	.2	.7	.2	1.4
260.	.2	.2	1.3	1.3	3.7	3.6	1.1	2.2	.1	.1	2.0	1.8	1.0	1.4	.2	.2	.3	.6	.3	1.1
265.	.2	.2	1.2	1.2	3.5	3.3	.8	1.7	.2	.2	1.9	1.9	1.0	1.3	.2	.3	.4	.4	.9	1.0
270.	.2	.2	.5	.9	3.2	3.1	.7	1.3	.3	.2	2.3	2.2	.7	1.2	.2	.5	.6	.4	1.1	1.0
275.	.0	.0	.2	.6	2.7	2.7	.9	1.2	.4	.3	2.6	2.7	1.0	1.4	.1	.5	.8	.2	1.5	.6
280.	.0	.0	.0	.6	2.6	2.7	1.0	1.1	.4	.4	2.8	2.8	1.1	1.6	.0	.7	.9	.1	1.9	.2
285.	.0	.0	.0	.6	2.4	2.7	1.0	1.3	.4	.5	2.9	2.7	1.9	2.1	.0	.7	1.0	.1	2.2	.3
290.	.0	.0	.0	.7	2.7	2.7	1.0	1.2	.4	.5	3.3	3.4	2.7	2.6	.0	.7	1.1	.0	2.5	.4
295.	.0	.0	.0	.7	2.9	2.7	1.0	1.0	.4	.4	3.7	3.7	2.9	2.4	.0	.6	1.1	.0	2.4	.4
300.	.0	.0	.0	.8	2.9	2.8	.4	.5	.4	.4	3.9	3.4	2.9	1.9	.0	.5	1.0	.0	2.1	.5
305.	.0	.0	.0	.8	2.9	2.9	.1	.5	.4	.5	4.1	3.3	2.6	1.6	.0	.5	1.1	.0	1.9	.5
310.	.0	.0	.0	.8	3.1	3.0	.0	.4	.4	.5	4.1	3.4	1.8	1.2	.0	.5	1.1	.0	2.0	.7
315.	.0	.0	.0	.8	3.0	2.8	.0	.4	.5	.5	4.4	3.8	1.8	1.3	.0	.5	1.2	.0	2.1	.8
320.	.0	.0	.0	.9	2.9	2.5	.1	.5	.6	.6	4.3	3.6	1.6	1.0	.0	.5	1.3	.0	1.8	1.2
325.	.0	.0	.0	1.1	2.5	1.9	.1	.4	.5	.6	4.3	3.4	1.6	1.0	.0	.5	1.3	.0	1.8	1.5
330.	.0	.0	.0	1.4	2.2	1.3	.1	.4	.4	.6	4.0	2.6	1.6	.9	.0	.5	1.4	.0	1.8	2.1
335.	.0	.0	.1	1.6	1.8	1.0	.3	.4	.5	.7	3.3	2.4	1.6	.8	.0	.4	1.2	.0	1.8	3.0
340.	.0	.0	.1	1.7	1.6	.6	.4	.4	.5	.8	2.9	1.9	1.7	.8	.0	.4	1.3	.0	1.7	3.7
345.	.0	.0	.2	2.2	1.5	.3	.4	.2	.6	1.0	2.9	1.5	1.5	.9	.0	.5	1.3	.0	2.0	4.4
350.	.0	.0	.5	2.7	1.5	.1	.4	.1	.6	1.0	2.4	1.2	1.4	.9	.0	.6	1.3	.0	2.5	4.9
355.	.0	.0	.7	2.8	1.5	.0	.4	.1	.6	1.0	2.0	1.3	1.4	.9	.0	.6	1.4	.0	2.4	5.0
MAX	2.3	2.4	3.1	4.7	5.3	4.0	2.6	2.7	2.3	2.4	4.4	3.8	2.9	2.6	2.2	2.2	3.0	3.1	3.2	7.1
DEGR.	110	110	110	115	180	225	235	220	60	55	315	315	295	290	110	70	60	110	65	140

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first

angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	3.4	2.7	.0	1.7	2.1	.3	.0	.0	.0	.0	.0	1.8	.9	.2	.5	1.2	3.2	1.5	.0	.0
5.	3.5	2.3	.0	1.7	2.0	.3	.0	.0	.0	.0	.0	1.8	.9	.3	.5	1.2	3.0	1.3	.0	.0
10.	3.5	1.9	.0	1.7	1.9	.3	.0	.0	.0	.0	.0	1.8	.9	.3	.5	1.5	3.2	1.4	.0	.0
15.	3.5	1.5	.0	1.7	1.9	.3	.0	.0	.0	.0	.0	1.7	.9	.3	.5	1.6	2.9	1.4	.0	.0
20.	3.7	1.6	.0	1.7	1.9	.3	.0	.0	.0	.0	.0	1.7	1.1	.6	.5	1.6	2.9	1.3	.0	.0
25.	3.6	1.3	.0	1.7	1.8	.3	.0	.0	.0	.0	.0	1.7	1.2	.8	.5	1.6	2.9	1.4	.0	.0
30.	3.6	1.4	.0	1.7	1.5	.3	.0	.0	.0	.0	.0	1.8	1.3	.9	.5	1.6	2.8	1.4	.0	.0
35.	3.5	1.4	.0	1.7	1.2	.3	.0	.0	.0	.0	.4	2.2	1.3	1.0	.6	1.7	2.7	1.5	.0	.0
40.	3.8	1.6	.0	1.7	1.0	.3	.0	.0	.0	.0	.5	2.5	1.7	1.0	.7	1.7	2.7	1.4	.0	.0
45.	4.0	1.7	.0	1.8	1.1	.3	.0	.0	.0	.0	.6	2.5	2.0	1.3	.7	1.7	2.5	1.4	.0	.0
50.	3.9	1.9	.0	1.9	1.1	.3	.0	.0	.0	.4	.6	2.5	2.0	1.5	1.0	1.7	2.5	1.3	.0	.0
55.	4.1	1.9	.0	2.0	1.5	.3	.1	.0	.3	.5	.6	2.6	2.0	1.6	1.3	1.7	2.5	1.3	.0	.0
60.	4.0	1.9	.0	1.9	1.6	.3	.1	.2	.6	.6	.6	2.8	1.9	1.8	1.5	1.7	2.5	1.3	.0	.0
65.	3.8	1.9	.0	1.9	1.6	.3	.1	.4	.6	.6	.7	2.9	1.3	1.4	1.8	1.7	2.5	1.2	.0	.0
70.	4.2	1.7	.1	1.9	1.7	.3	.1	.4	.6	.6	.7	2.8	1.0	1.2	2.0	1.7	2.5	1.2	.0	.1
75.	3.9	1.3	.2	1.9	1.6	.4	.2	.2	.6	.6	.9	2.2	.8	.9	2.2	1.7	2.5	1.2	.0	.1
80.	3.7	1.1	.2	1.7	1.5	.5	.5	.5	.6	.6	1.1	2.1	1.0	.7	2.0	1.7	2.5	1.3	.0	.2
85.	3.3	.8	.5	1.4	1.6	.7	.8	.9	.6	.6	1.4	1.9	.7	.6	1.7	1.7	2.5	1.3	.0	.7
90.	2.9	.7	1.3	1.0	1.3	1.0	1.0	1.0	.1	.3	1.7	1.6	.2	.3	1.3	1.7	2.6	1.4	.0	1.1
95.	2.4	.6	1.8	.5	1.1	1.5	1.3	1.6	.3	.3	1.9	1.7	.7	.2	.9	1.9	2.7	1.7	.1	1.6
100.	2.1	.3	2.1	.5	1.1	2.0	1.5	1.6	.7	.6	2.3	1.5	.6	.3	.6	2.1	3.0	2.0	.3	2.0
105.	2.0	.7	2.2	.5	1.0	2.0	1.5	1.4	1.0	.9	2.8	1.2	.6	.2	.4	2.3	3.1	2.3	.6	2.2
110.	1.9	.8	2.3	.5	1.1	2.3	1.8	1.2	1.2	1.6	3.0	1.2	.4	.1	.1	1.9	3.6	2.4	.7	2.2
115.	2.1	.8	2.5	.5	1.2	2.0	1.8	1.1	1.7	1.6	3.1	1.2	.1	.0	.0	3.0	3.7	2.4	.9	2.6
120.	2.1	.8	2.5	.5	1.3	2.0	1.6	.9	1.6	1.7	2.9	.5	.0	.0	.0	3.1	4.1	2.4	1.0	2.8
125.	2.1	.7	2.6	.5	1.3	2.3	1.6	.6	1.2	1.4	2.7	.4	.0	.0	.0	2.4	4.6	2.4	1.4	2.9
130.	2.1	.9	2.7	.4	1.4	2.6	1.6	.5	1.2	1.2	2.2	.4	.0	.0	.0	1.9	4.4	2.2	1.4	2.6
135.	2.1	.8	2.6	.2	1.5	2.6	1.5	.4	.9	1.2	2.1	.4	.0	.0	.0	1.7	4.5	2.5	1.3	2.3
140.	2.0	1.1	2.2	.1	1.5	2.6	1.4	.3	.8	1.2	2.1	.3	.0	.0	.0	1.8	4.6	2.1	1.1	2.3
145.	1.7	1.5	2.1	.2	1.4	2.9	1.4	.4	.8	1.2	2.0	.3	.0	.0	.0	1.3	3.8	2.2	1.1	2.2
150.	1.1	2.0	1.9	.3	1.3	2.8	1.5	.4	.7	1.2	2.0	.3	.0	.0	.0	1.2	3.1	2.2	1.0	2.0
155.	.8	2.4	2.2	.4	1.1	2.8	1.9	.4	.7	1.1	2.0	.3	.0	.0	.0	1.0	2.1	2.4	1.2	1.9
160.	.4	3.2	2.3	.5	.7	2.8	2.1	.4	.2	.8	2.0	.3	.0	.0	.0	.9	1.7	3.1	1.9	2.0
165.	.2	3.9	2.5	.6	.4	2.6	2.3	.2	.2	.8	2.0	.3	.0	.0	.0	.9	1.0	3.8	2.2	2.3
170.	.0	4.2	2.5	.9	.1	2.3	2.4	.2	.2	.8	2.0	.3	.0	.0	.0	.9	.9	4.1	2.8	2.3
175.	.0	4.5	3.1	1.4	.0	2.1	2.5	.2	.2	.7	2.0	.3	.0	.0	.0	.9	.7	4.5	3.6	2.2
180.	.0	4.4	3.3	1.4	.0	2.3	2.5	.2	.2	.7	2.0	.3	.0	.0	.0	.9	.9	4.3	3.7	2.6
185.	.0	4.3	3.3	1.6	.1	2.2	2.5	.2	.2	.5	2.0	.3	.0	.0	.0	.9	.9	4.1	3.7	3.1
190.	.0	4.0	3.3	1.6	.1	2.2	2.3	.2	.3	.4	2.0	.3	.0	.0	.0	.8	1.0	4.0	3.7	3.3
195.	.0	4.0	3.1	1.6	.1	2.2	2.1	.2	.2	.3	1.9	.3	.0	.0	.0	.8	1.2	3.9	4.0	3.3
200.	.0	3.7	3.1	1.6	.1	2.3	2.0	.2	.2	.2	1.9	.3	.0	.0	.0	.9	1.2	3.5	4.2	3.3

205. *	.0	3.6	3.0	1.6	.1	2.9	1.9	.2	.2	.2	1.9	.3	.0	.0	.0	.7	1.2	3.6	3.9	3.3

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
210. *	.0	3.4	3.2	1.6	.6	3.0	1.8	.2	.2	.2	1.9	.3	.0	.0	.0	.7	1.2	3.2	3.8	3.3
215. *	.0	3.4	2.9	1.6	1.0	3.1	1.7	.2	.2	.3	1.9	.3	.0	.0	.0	.7	1.2	3.3	4.1	3.3
220. *	.0	3.3	3.2	1.6	1.0	3.0	2.0	.2	.2	.2	2.0	.3	.0	.0	.0	.8	1.3	3.4	4.0	3.3
225. *	.0	3.2	3.2	1.6	1.0	3.0	2.1	.2	.2	.2	2.0	.3	.0	.0	.0	1.0	1.2	3.6	3.9	3.2
230. *	.0	3.1	3.4	1.6	1.0	3.2	2.2	.2	.2	.2	1.9	.3	.0	.0	.0	1.2	1.3	3.5	3.9	3.1
235. *	.0	3.1	3.5	1.6	1.0	3.3	2.3	.2	.2	.2	2.0	.3	.0	.0	.0	1.1	1.2	3.1	3.8	3.2
240. *	.0	3.2	3.6	1.6	1.0	3.3	2.6	.2	.2	.2	1.9	.3	.0	.0	.0	1.1	1.3	3.0	3.5	3.4
245. *	.0	3.2	3.6	1.6	1.0	3.4	3.2	.3	.2	.2	1.7	.3	.0	.0	.0	1.0	1.2	3.2	3.5	3.7
250. *	.0	3.2	3.2	1.7	1.0	3.1	3.0	.3	.2	.2	1.4	.3	.0	.0	.0	.9	1.3	3.1	3.7	3.4
255. *	.2	3.2	3.4	1.8	1.1	2.5	3.0	.3	.2	.2	1.4	.3	.0	.0	.1	.7	1.3	2.8	3.2	3.0
260. *	.5	3.2	3.5	2.0	1.3	2.2	2.6	.2	.2	.2	.9	.5	.0	.0	.2	.5	.8	2.6	3.1	2.8
265. *	.7	3.7	3.5	2.6	1.4	1.9	2.5	.2	.0	.1	.7	.6	.0	.0	.3	.0	.7	2.4	3.1	3.0
270. *	1.1	4.2	3.2	2.8	1.3	1.5	2.4	.2	.0	.0	.6	.8	.2	.2	.5	.0	.7	2.2	2.8	3.1
275. *	1.7	4.7	2.6	3.0	1.5	1.5	1.8	.1	.0	.0	.3	.9	.2	.2	.6	.0	.7	2.1	2.9	2.6
280. *	1.9	4.7	2.5	3.3	1.9	1.4	2.1	.0	.0	.0	.1	.9	.2	.2	.7	.0	.7	2.2	2.9	2.1
285. *	1.9	5.1	2.3	3.5	3.0	1.2	1.6	.0	.0	.0	.1	1.1	.2	.2	.7	.0	.7	2.2	2.9	2.0
290. *	1.9	5.4	2.0	3.6	3.4	1.1	1.3	.0	.0	.0	.1	1.2	.2	.2	.7	.0	.7	2.4	3.0	1.9
295. *	1.9	5.8	2.1	3.3	3.5	1.1	.8	.0	.0	.0	.0	1.2	.2	.2	.7	.0	.7	2.7	3.1	1.9
300. *	1.6	5.9	2.2	3.4	3.3	.9	.5	.0	.0	.0	.0	1.3	.3	.2	.6	.0	.8	2.9	3.2	1.9
305. *	1.5	6.2	2.2	3.4	3.1	.1	.4	.0	.0	.0	.0	1.4	.3	.2	.5	.0	.8	2.9	3.2	1.9
310. *	1.3	6.9	2.2	3.7	2.2	.1	.3	.0	.0	.0	.0	1.5	.4	.2	.5	.0	.8	2.8	3.2	1.9
315. *	1.2	7.1	2.0	3.9	2.2	.0	.3	.0	.0	.0	.0	1.5	.4	.2	.5	.0	.8	2.7	3.2	1.2
320. *	1.1	6.8	1.5	3.7	2.1	.0	.3	.0	.0	.0	.0	1.5	.2	.2	.5	.1	.9	2.6	2.7	.6
325. *	1.4	6.7	.9	3.0	2.1	.0	.3	.0	.0	.0	.0	1.6	.2	.2	.5	.1	1.1	2.3	2.1	.4
330. *	1.5	6.4	.7	2.5	2.0	.0	.2	.0	.0	.0	.0	1.7	.3	.2	.5	.2	1.3	2.0	1.4	.1
335. *	1.8	5.4	.3	2.3	2.0	.0	.1	.0	.0	.0	.0	1.7	.4	.3	.5	.3	1.6	1.6	1.2	.0
340. *	2.1	4.6	.1	2.1	2.1	.1	.0	.0	.0	.0	.0	1.7	.5	.4	.5	.4	1.9	1.4	.8	.0
345. *	2.7	3.9	.0	1.8	2.1	.2	.0	.0	.0	.0	.0	1.7	.6	.4	.5	.6	2.4	1.2	.4	.0
350. *	3.1	3.3	.0	1.7	2.2	.3	.0	.0	.0	.0	.0	1.7	.7	.4	.5	.8	2.8	1.2	.2	.0
355. *	3.3	3.0	.0	1.7	2.1	.3	.0	.0	.0	.0	.0	1.8	.8	.2	.5	1.1	3.2	1.4	.2	.0
MAX *	4.2	7.1	3.6	3.9	3.5	3.4	3.2	1.6	1.7	1.7	3.1	2.9	2.0	1.8	2.2	3.1	4.6	4.5	4.2	3.7
DEGR. *	70	315	240	315	295	245	245	100	115	120	115	65	45	60	75	120	125	175	200	245

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

MODEL RESULTS

REMARKS : In search of the angle corresponding to

the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51
0.	1.7	1.0	1.0	.1	.4	.0	.0	1.1	.6	1.2	2.2
5.	1.7	1.1	1.4	.2	.4	.0	.0	1.1	.6	1.4	2.2
10.	1.7	1.1	1.5	.2	.4	.0	.0	1.0	.6	1.6	2.3
15.	1.7	1.1	1.5	.3	.4	.0	.0	1.0	.6	1.6	2.2
20.	1.7	1.0	1.5	.3	.4	.0	.0	1.0	.5	1.7	2.2
25.	1.7	.9	1.8	.2	.4	.0	.0	1.1	.5	1.7	2.1
30.	1.7	.9	1.5	.2	.3	.0	.0	1.1	.5	1.8	2.0
35.	1.7	.9	1.4	.2	.3	.0	.0	1.2	.5	1.8	1.9
40.	1.7	.9	1.4	.1	.3	.0	.0	1.2	.5	1.8	1.8
45.	1.8	1.0	1.4	.1	.3	.0	.0	1.2	.5	2.0	1.9
50.	1.8	.7	1.1	.1	.3	.0	.0	1.3	.4	1.9	1.7
55.	1.8	.7	.9	.1	.3	.0	.1	1.3	.4	2.0	1.7
60.	1.8	.5	.8	.1	.3	.0	.1	1.3	.4	2.0	1.5
65.	1.8	.6	.8	.1	.3	.0	.1	1.3	.3	1.9	1.8
70.	2.0	.7	.8	.2	.3	.0	.1	1.2	.2	1.8	1.6
75.	1.8	.5	.6	.2	.3	.0	.2	.9	.0	1.6	1.5
80.	1.6	.3	.6	.4	.3	.0	.5	.9	.0	1.6	1.6
85.	1.3	.1	.5	.8	.3	.0	.7	.6	.0	1.5	1.4
90.	1.0	.4	.8	1.0	.3	.0	1.0	.4	.0	1.5	1.4
95.	.8	.4	.9	1.3	.3	.0	1.3	.3	.0	1.5	1.0
100.	.6	.4	.9	1.7	.4	.2	1.4	.1	.0	1.5	1.0
105.	.5	.5	.9	1.9	.5	.2	1.5	.1	.0	1.5	.8
110.	.5	.5	1.0	1.9	.8	.7	1.7	.1	.0	1.6	.8
115.	.5	.5	1.1	2.0	1.0	.7	1.7	.0	.0	1.7	.8
120.	.5	.4	1.1	2.6	1.0	.7	1.6	.0	.0	1.7	.9
125.	.5	.4	1.0	2.8	.9	.7	1.6	.0	.0	1.9	1.0
130.	.5	.1	1.0	3.0	.9	.7	1.6	.0	.0	1.9	1.0
135.	.4	.2	1.0	2.9	.9	.7	1.5	.0	.0	2.0	1.0
140.	.2	.3	1.1	3.1	1.7	.6	1.4	.0	.0	2.1	1.0
145.	.1	.4	.9	3.1	1.8	.6	1.4	.0	.1	2.1	.9
150.	.0	.5	1.0	2.9	1.6	1.3	1.3	.0	.5	1.7	.7
155.	.2	.6	1.2	2.6	1.7	1.4	1.3	.0	.8	1.6	.4
160.	.4	.8	1.4	2.4	1.7	1.5	1.5	.0	1.2	1.2	.1
165.	.4	.9	1.7	2.2	1.7	1.9	1.9	.2	1.5	.8	.0
170.	.4	1.2	1.9	2.1	1.5	1.8	2.1	.6	1.7	.5	.0
175.	.6	1.5	2.3	2.2	1.2	1.6	2.1	.7	2.0	.1	.0
180.	.8	1.9	2.3	2.1	1.2	1.6	2.2	.8	2.0	.1	.1
185.	1.2	2.1	2.4	2.1	1.1	1.3	2.2	.8	1.9	.0	.2
190.	1.4	2.0	2.4	2.0	1.1	1.5	2.2	.8	1.9	.0	.2
195.	1.4	1.9	2.5	2.3	1.0	1.5	2.1	.8	1.8	.1	.2

200.	*	1.5	1.9	2.3	2.7	1.2	1.5	2.1	.8	1.7	.1	.4
205.	*	1.4	1.9	2.2	2.8	1.8	1.4	2.1	.8	1.8	.1	1.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

WIND ANGLE RANGE: 0.-355.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) *	REC41	REC42	REC43	REC44	REC45	REC46	REC47	REC48	REC49	REC50	REC51
210.	*	1.4	1.7	2.1	3.0	1.9	1.8	2.1	.9	1.8	.1	1.1
215.	*	1.4	1.7	2.0	3.1	1.9	2.0	2.1	.9	1.7	.3	1.1
220.	*	1.4	1.7	1.9	3.1	1.9	1.9	2.2	.9	1.7	.8	1.1
225.	*	1.4	1.7	1.9	3.3	1.8	2.1	2.3	.9	1.7	1.0	1.1
230.	*	1.4	1.7	1.9	3.3	1.8	2.1	2.4	1.0	1.8	1.0	1.1
235.	*	1.4	1.7	1.9	3.4	1.6	2.1	2.4	1.2	1.9	1.0	1.1
240.	*	1.4	1.7	1.9	3.4	1.5	2.0	2.4	1.3	1.9	1.0	1.1
245.	*	1.4	1.7	1.9	3.5	1.4	1.8	2.5	1.4	1.9	1.0	1.1
250.	*	1.5	1.7	1.9	2.8	.8	1.4	2.7	1.4	1.9	1.0	1.1
255.	*	1.6	1.7	1.9	2.7	.5	1.3	2.4	1.4	1.9	1.0	1.2
260.	*	1.8	1.7	1.9	2.4	.3	.9	2.2	1.3	1.9	1.0	1.5
265.	*	2.2	1.7	1.9	2.1	.2	.7	2.1	1.6	1.9	1.0	1.7
270.	*	2.7	1.8	2.0	2.1	.9	.7	1.8	1.5	1.8	1.0	1.5
275.	*	2.9	2.0	2.2	1.9	1.0	.9	1.5	1.7	1.8	.5	1.4
280.	*	2.6	2.2	2.4	1.8	1.0	1.2	1.4	2.1	1.8	.4	1.7
285.	*	3.4	2.6	2.5	1.7	1.0	1.3	1.1	2.0	1.9	.6	2.4
290.	*	3.1	2.6	2.8	1.6	1.0	.9	.9	2.3	2.4	1.2	3.2
295.	*	3.4	2.9	2.6	1.6	.7	.6	.4	1.8	2.8	1.7	3.4
300.	*	3.5	3.3	3.2	1.4	.1	.5	.4	1.5	2.8	1.9	3.6
305.	*	4.0	3.4	3.4	1.0	.1	.4	.3	1.4	2.5	2.1	3.7
310.	*	3.3	3.1	3.3	.2	.0	.4	.2	1.4	2.4	1.5	3.4
315.	*	3.4	3.1	3.7	.1	.0	.4	.2	1.4	1.8	1.6	2.3
320.	*	3.5	2.9	3.8	.0	.1	.4	.1	1.3	1.6	1.4	2.2
325.	*	2.6	2.7	3.9	.0	.1	.4	.0	1.2	1.2	1.3	2.0
330.	*	2.2	2.3	3.6	.0	.1	.4	.0	1.1	1.2	1.2	2.0
335.	*	1.8	1.6	3.2	.0	.3	.4	.0	1.0	1.0	1.2	2.0
340.	*	1.7	1.7	2.3	.0	.4	.3	.0	1.0	.8	1.4	2.0
345.	*	1.7	1.2	1.8	.0	.4	.2	.0	1.0	.6	1.5	2.0
350.	*	1.7	1.0	1.5	.0	.4	.1	.0	1.1	.6	1.2	2.0
355.	*	1.7	.9	1.2	.0	.4	.1	.0	1.1	.6	1.3	2.1
MAX	*	4.0	3.4	3.9	3.5	1.9	2.1	2.7	2.3	2.8	2.1	3.7
DEGR.	*	305	305	325	245	210	225	250	290	295	140	305

THE HIGHEST CONCENTRATION IS 7.10 AT 140 DEGREES FROM REC20.

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

DATE: 02/02/2005 TIME: 22:27

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR
CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC1 110	REC2 110	REC3 110	REC4 115	REC5 180	REC6 225	REC7 235	REC8 220	REC9 60	REC10 55	REC11 315	REC12 315	REC13 295	REC14 290	REC15 110	REC16 70	REC17 60	REC18 110
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
10	.2	.2	.0	.0	.0	.0	.0	.0	.3	.2	.0	.0	.0	.0	.2	.4	.3	.2
11	.2	.2	.0	.0	.0	.0	.0	.0	.3	.3	.0	.0	.0	.0	.2	.5	.4	.2
12	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.1	.2	.2	.2	.2	.2	.0	.0	.2	.2	.3	.2	.0	.0	.0	.0
15	.0	.0	.1	.2	.2	.2	.2	.2	.0	.0	.2	.2	.3	.2	.0	.0	.0	.0
16	.1	.1	.1	.0	.1	.1	.0	.0	.0	.1	.1	.0	.0	.0	.1	.0	.0	.1
17	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
33	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
35	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
36	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.1	.2	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
38	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.1	.1
39	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.1	.2
40	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.1	.1	.3
41	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0

42 *	.2	.2	.1	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2	.2	.3	.3
43 *	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
44 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
45 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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PAGE 13

JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18 R
	110	110	110	115	180	225	235	220	60	55	315	315	295	290	110	70	60	110
46	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
47	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
48	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
49	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
50	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
58	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
59	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
61	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
62	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
65	.1	.2	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2	.2	.2	.2
66	.2	.2	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2	.1	.1	.3
67	.2	.2	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2	.1	.1	.4
68	.1	.1	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1	.1	.3	.1
69	.1	.1	.0	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1	.1	.4	.1
70	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
71	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
73	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
74	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
75	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
77	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
78	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
79	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0
80	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
81	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

82 *	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
83 *	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0
84 *	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85 *	.0	.0	.0	.1	.2	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
86 *	.0	.0	.0	.1	.2	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
87 *	.0	.0	.0	.1	.3	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
88 *	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
89 *	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
90 *	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
91 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
92 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
93 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
94 *	.0	.0	.1	.1	.6	.1	.1	.1	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
95 *	.0	.0	.1	.1	.4	.1	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
96 *	.0	.0	.1	.1	.3	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
97 *	.0	.0	.1	.1	.2	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
98 *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.1	.0	.0	.0	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC1 110	REC2 110	REC3 110	REC4 115	REC5 180	REC6 225	REC7 235	REC8 220	REC9 60	REC10 55	REC11 315	REC12 315	REC13 295	REC14 290	REC15 110	REC16 70	REC17 60	REC18 110 R
99	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.1	.0	.0	.0	.0	.0
100	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.2	.1	.1	.0	.0	.0	.0	.0
101	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0
102	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
103	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
104	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
105	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
106	.1	.1	.2	.3	.8	.3	.1	.1	.1	.1	.8	.4	.1	.1	.1	.1	.1	.1
107	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
108	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
109	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
110	.0	.0	.1	.6	.0	.0	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.1	.0
111	.0	.0	.1	.5	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	.0	.0	.1	.0
112	.0	.0	.1	.3	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	.0	.0	.1	.0
113	.0	.0	.0	.2	.0	.0	.0	.0	.1	.1	.2	.1	.1	.1	.0	.0	.1	.0
114	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.2	.1	.1	.1	.0	.0	.1	.0
115	.1	.1	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
116	.1	.1	.1	.1	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
117	.1	.1	.1	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
118	.1	.1	.1	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
119	.1	.1	.1	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
120	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE
DATE: 02/02/2005 TIME: 22:27
RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR
CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38 R
	70	315	240	315	295	245	245	100	115	120	115	65	45	60	75	120	125	175
1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
7	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.1
8	.0	.0	.0	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.2	.1	.1	.2	.3	.2	.2	.4	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.2	.1	.1	.2	.4	.2	.2	.4	.0	.0	.0
12	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
13	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14	.2	.2	.2	.3	.3	.3	.2	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
15	.3	.2	.2	.3	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
16	.3	.3	.1	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	.1	.0	.1	.0	.1
17	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.1	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
33	.0	.0	.0	.0	.1	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.1	.0	.1	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
35	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
36	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1
37	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
38	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	.1	.1	.0	.0	.0

39	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.1	.1	.1	.0	.0	.0
40	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.3	.1	.1	.1	.1	.0	.0	.0
41	*	.1	.0	.0	.1	.2	.2	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
42	*	.0	.0	.0	.0	.0	.0	.0	.2	.1	.1	.3	.2	.1	.2	.2	.0	.0	.0
43	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
44	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	*	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38 R
	*	70	315	240	315	295	245	245	100	115	120	115	65	45	60	75	120	125	175
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
47	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
48	*	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
49	*	.0	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
50	*	.0	.0	.0	.0	.3	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
51	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
52	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
53	*	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
54	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
55	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
57	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
58	*	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
59	*	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60	*	.0	.0	.2	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
61	*	.0	.0	.3	.0	.1	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
63	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
64	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
65	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.2	.1	.1	.1	.1	.0	.0	.0
66	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.3	.1	.1	.1	.1	.0	.0	.0
67	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.4	.1	.1	.1	.1	.0	.0	.0
68	*	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.3	.1	.1	.1	.0	.0	.0
69	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1	.4	.1	.1	.1	.0	.0	.0
70	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
71	*	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72	*	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
73	*	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
74	*	.0	.0	.0	.2	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
75	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
77	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

79	*	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
80	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
81	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
82	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
83	*	.0	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
84	*	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
85	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
86	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
87	*	.0	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
88	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
89	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
90	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
91	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
92	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
93	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
94	*	.1	.4	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.5
95	*	.1	.3	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.4
96	*	.1	.1	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.3
97	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.2
98	*	.0	.5	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

CO/LINK (PPM)

ANGLE (DEGREES)

LINK #	*	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38 R
	*	70	315	240	315	295	245	245	100	115	120	115	65	45	60	75	120	125	175
99	*	.0	.5	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
100	*	.0	.4	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
101	*	.0	.3	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
102	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
103	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
104	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
105	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
106	*	.2	1.4	.2	.3	.2	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.2	.3	.8
107	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
108	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
109	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
110	*	.0	.1	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.1	.7	.0
111	*	.0	.2	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.0	.1	.6	.0
112	*	.0	.2	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.1	.0	.1	.4	.0
113	*	.0	.2	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.1	.2	.0
114	*	.0	.2	.0	.1	.1	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.2	.0
115	*	.4	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1
116	*	.3	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1
117	*	.2	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.1
118	*	.2	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.2

119	*	.1	.0	.1	.0	.0	.1	.1	.0	.1	.1	.1	.0	.0	.0	.0	.1	.1	.2	
120	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1

JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE
DATE: 02/02/2005 TIME: 22:27
RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR
CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	*	REC41 305	REC42 305	REC43 325	REC44 245	REC45 210	REC46 225	REC47 250	REC48 290	REC49 295	REC50 140	REC51 305
1	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
7	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
8	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
9	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
10	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14	*	.3	.1	.1	.3	.1	.2	.1	.1	.2	.0	.3
15	*	.3	.1	.1	.2	.1	.1	.2	.1	.2	.0	.3
16	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
17	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
21	*	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.1
22	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
23	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
25	*	.0	.0	.0	.0	.0	.0	.0	.0	.3	.2	.0
26	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.3	.0
27	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.4	.0
28	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.5	.0
29	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
30	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
31	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
32	*	.0	.0	.0	.2	.1	.1	.1	.1	.1	.0	.1
33	*	.0	.0	.0	.2	.1	.1	.1	.1	.0	.0	.1
34	*	.0	.0	.0	.3	.1	.1	.0	.1	.0	.0	.1
35	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
36	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0

37	*	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
38	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
39	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
40	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
41	*	.1	.0	.0	.2	.1	.2	.4	.3	.1	.0	.2
42	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
43	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
44	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
45	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

CO/LINK (PPM)

ANGLE (DEGREES)

LINK #	*	REC41 305	REC42 305	REC43 325	REC44 245	REC45 210	REC46 225	REC47 250	REC48 290	REC49 295	REC50 140	REC51 305
46	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
47	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
48	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
49	*	.0	.0	.0	.0	.0	.0	.1	.0	.1	.0	.2
50	*	.0	.0	.0	.0	.0	.0	.1	.0	.1	.0	.2
51	*	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.1
52	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
53	*	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
54	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0
55	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.2	.0
56	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.2	.0
57	*	.0	.0	.0	.0	.0	.0	.3	.1	.0	.0	.0
58	*	.0	.0	.0	.0	.0	.0	.4	.1	.0	.0	.0
59	*	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
60	*	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1
61	*	.1	.0	.0	.4	.1	.1	.0	.1	.1	.0	.1
62	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
63	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
65	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
66	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
67	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
68	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
69	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
71	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
73	*	.2	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
74	*	.3	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
75	*	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
76	*	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0

77	*	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0
78	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
79	*	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
80	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
81	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
82	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
83	*	.0	.0	.0	.1	.1	.1	.1	.1	.0	.0	.1
84	*	.0	.0	.0	.1	.1	.1	.0	.1	.0	.0	.0
85	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
86	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0
87	*	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
88	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
89	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
90	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
91	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
92	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
93	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
94	*	.0	.1	.2	.1	.1	.1	.0	.0	.0	.0	.0
95	*	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0
96	*	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
97	*	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0
98	*	.1	.1	.3	.0	.0	.0	.0	.0	.0	.0	.1

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JOB: I-25/Alameda System Alt 1 RUN: 2025 EAST SIDE

CO/LINK (PPM)
ANGLE (DEGREES)

LINK #	*	REC41 305	REC42 305	REC43 325	REC44 245	REC45 210	REC46 225	REC47 250	REC48 290	REC49 295	REC50 140	REC51 305
99	*	.1	.1	.3	.0	.0	.0	.0	.0	.0	.0	.1
100	*	.1	.1	.2	.0	.0	.0	.0	.0	.0	.0	.1
101	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1
102	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
103	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
104	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
105	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
106	*	.3	.4	.7	.2	.1	.1	.1	.1	.1	.0	.2
107	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
108	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
109	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
110	*	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1
111	*	.1	.1	.1	.0	.0	.0	.0	.0	.1	.0	.1
112	*	.1	.1	.1	.0	.0	.0	.0	.1	.1	.0	.1
113	*	.1	.1	.1	.0	.0	.0	.0	.1	.1	.0	.1
114	*	.1	.1	.1	.0	.0	.0	.0	.1	.1	.0	.1
115	*	.0	.0	.0	.1	.1	.1	.0	.0	.0	.0	.0
116	*	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0

117	*	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0
118	*	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0
119	*	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0
120	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0