

Prepared For:



## Bow Concord I-93 Improvements Project

Bow and Concord, NH

# Final Air Quality Analysis



Prepared By:



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NHDOT Project No. 13742

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# 1 INTRODUCTION

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This report documents the methods and results of a microscale air quality analysis completed for the Bow-Concord 13742 project located on Interstate 93. FHWA's technical advisory on environmental documents requires consideration of air quality effects as part of NEPA compliance. This may include compliance with transportation conformity requirements under the Clean Air Act, emissions analysis to determine compliance with national standards, mobile source air toxics, and greenhouse gas emissions.

The Federal Clean Air Act requires that the Environmental Protection Agency (EPA) establish health-based National Ambient Air Quality Standards (NAAQS). The EPA has identified "criteria" pollutants for which NAAQS have been promulgated. The management of criteria pollutants is largely accomplished through control measures tailored by state, local, and tribal governments in their State Implementation Plans (SIP). The process of determining the classification of the SIP begins with State and Local Air Monitoring Stations (SLAMS) indicating Ambient Air Pollutants. The EPA monitors these stations and revises the ambient air standards every 5 years based on new scientific findings. The EPA then classifies state regions according to recent standards. This classification indicates "attainment" or meeting NAAQS, "non-attainment" or not meeting NAAQS, and "maintenance" or in remediation from previous non-attainment classification. The states amend or cater SIPs to meet the current standards pending EPA approval.

On July 18, 1997, the EPA adopted a new NAAQS for ozone and fine particulate matter. Under the '97 NAAQS the New Hampshire Counties of Merrimack, Hillsborough, Rockingham, and Strafford were classified as either serious or marginal nonattainment. On July 20, 2013, all of New Hampshire was re-classified as unclassifiable/attainment under the 2008 8-hour Ozone NAAQS, also known as the 2008 ozone standard, and the 1997 8-Hour Ozone NAAQS was revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. On April 23, 2018 Federal Highway Administration sent out the memorandum "Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS" that states recent court proceedings struck down portions of the 2008 Ozone NAAQS and reinstated the 1997 8-Hour Ozone NAAQS. It should be noted that the project is not located within the '97 Boston-Manchester-Portsmouth (SE) NH area. On March 10, 2014, EPA approved maintenance plans, known as "limited maintenance plans," for the City of Manchester and City of Nashua. These limited maintenance plans have a 2021 horizon year. (The second ten-year carbon monoxide (CO) maintenance period terminates on January 29, 2021.)

On June 2, 2010 the EPA issued a final rule revising the primary sulfur dioxide (SO<sub>2</sub>) NAAQS, and simultaneously revoked both the existing 24-hour and annual primary SO<sub>2</sub> standard redesignating parts of central New Hampshire under Non-attainment.

Section 176(c) of the Clean Air Act prohibits Federal agencies from funding or approving activities that do not conform to an applicable SIP for achieving compliance with the NAAQS. A conformity determination may involve analysis of both regional and project level air quality effects.

This project is included in the latest Statewide Transportation Improvement Program (STIP) plan (amended 02/05/2018) and is listed as a regionally significant project. The 2017 – 2020 NH STIP has been developed through a statewide and metropolitan planning process that is consistent with the requirements of 23 CFR Part 450.216. All projects designated as regionally significant by the Metropolitan Planning Organizations (MPO) and Interagency Consultation (IAC), regardless of the funding source, are included in the STIP. The proposed widening of I-93 to 3 travel lanes and one auxiliary lane between exits in each direction, as embodied in the proposed alternative, was included as part of this conformity determination. Therefore, a regional analysis outside of that completed for the STIP conformity determination is not necessary.

The National Environmental Policy Act (NEPA) requires, to the fullest extent possible, that policies, regulations, and laws of the Federal Government be interpreted and administered in accordance with its environmental protection goals, and Federal agencies use an interdisciplinary approach in planning and decision-making for any action that adversely impacts the environment (42 U.S.C. 4332). Beginning October 7, 2016, project sponsors are required to use Motor Vehicle Emission Simulator (MOVES) to conduct emission analysis for both transportation conformity determinations and for NEPA purposes. Under NEPA this project is classified as requiring “quantitative analysis for projects with low potential MSAT effects”.

This hot-spot analysis is required per the Clean Air Act to show project-level conformity. Project-level conformity requires an analysis of Carbon Monoxide (CO), fine particles with a diameter of 2.5 micrometers or less (PM<sub>2.5</sub>), and coarser particles with a diameter of 10 micrometers or less (PM<sub>10</sub>). Vehicle travel has been identified as a major contributor to these criteria pollutants and as a result the microscale analysis was completed for the three most congested intersections during the period of highest traffic volumes, specifically the 2035 Build Alternative. Methods and results are reported below.

The levels for attainment for CO as established in the NAAQS are a primary 1-hour concentration of 35 ppm and an 8-hour concentration of 9 ppm. For particulate pollution PM<sub>2.5</sub>, the threshold is a primary 1-year annual average of 12 µg/m<sup>3</sup> and a 24-hour average of 35 µg/m<sup>3</sup>. For particulate pollution PM<sub>10</sub>, the standard is set to a primary 24-hour average of 150 µg/m<sup>3</sup>.

This microscale analysis was done for the preferred alternative build design year 2035, which had the highest traffic volumes of the build and no-build alternatives.

## 2 METHODOLOGY

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The three Intersections in the analysis were chosen based on throughput traffic volumes, levels of service, and distance from or connection with the Interstate. The intersections are as follows:

- Exit 13 SPUI and Manchester Street (Figure 1).
- Exit 14 Northbound off Ramp with Ft Eddy Road (Figure 2).
- Exit 14 Southbound off and on ramp with Loudon Road (Figure 2).

The analysis was done with the EPA Motor Vehicle Emissions Simulator (MOVES2014a) and dispersion modeling software CAL3QHC through the CAL3i Windows interface. The function of the MOVES modeling was to determine emission factors and emission inventories from on-road motor vehicles. MOVES models the emissions produced from cars and trucks at the identified signalized intersections based on vehicle types, time period of analysis, geographical area, vehicle operating characteristics, and road types. The pollution output from motor vehicles as calculated through MOVES2014a is then used as input for the CAL3QHC dispersion modeling. The CAL3QHC dispersion modeling determines concentrations of the pollutants at set distances from the intersection based on roadway geometries, receptor locations, meteorological conditions and vehicular emission rates. This analysis is used to determine the concentrations of pollutants at receptor locations intended to replicate likely pedestrian experiences, essentially recording the air quality for someone walking along the sidewalk or nearby.

The worst-case scenario was modeled for the build design year with the presumption that if the concentrations of CO, PM<sub>2.5</sub>, and PM<sub>10</sub> are substantially below the NAAQS limits, then it can be safe to assume the project will meet these standards during other scenarios, and no further modeling is necessary. The worst-case modeling assumptions were made for traffic, meteorological conditions, and other inputs to generate estimates of the maximum concentrations. Traffic volumes used in the model were the peak hours for the AM and PM. The model was run for January because the winter months historically are found to have higher concentrations of air pollutants.

### 3 EMISSION RATES – MOVES2014A

#### 3.1 MOVES Inputs

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All modeling inputs and procedures were developed based on EPA guidance, including *EPA 1992 Guideline for Modeling Carbon Monoxide from Roadway Intersections, Using MOVES2014 in Project-Level Carbon Monoxide Analyses*, and *Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas*. These inputs reflect the traffic information in Appendix B, including vehicle volumes and classifications (trucks, etc.). For vehicle speeds, the best method with available information to model the various links was determined to be the Average Speed Method. It was determined that a speed of 55 mph would be used on I-93 and 30 mph would be used for all other free flow links. Free flow link speeds are based on best engineering judgement and observations made by the engineer at peak hour conditions. The traffic was separated out by “links” depicting three distinct behaviors. Links were classified as queue links (Q), departing free flow links (DFF), or approach free flow links (AFF). Queue links represented vehicles waiting idle at the light. DFF and AFF represented vehicle movement as departing or approaching the intersection in absence of the traffic light, only constrained by geometry and volume.

Input data for MOVES is summarized in Tables 1 and 2.

Table 1. MOVES Input Parameters and Data Sources

Parameter	Project Specific Inputs for I-93 Exit 13 and Exit 14 Intersections
Scale	<ul style="list-style-type: none"> <li>• On Road</li> <li>• Project</li> <li>• Inventory (CO, and PM10 queue and PM2.5 queue)</li> <li>• Emission Rates (PM2.5 and PM10 free flow links)</li> </ul>
Time Span	<ul style="list-style-type: none"> <li>• 2035 (Future design year)</li> <li>• January (Worst Case Scenario/ Conservative)</li> <li>• Weekday</li> <li>• AM (7am – 8am), PM (5pm – 6pm)</li> </ul>
Geographic Bounds	<ul style="list-style-type: none"> <li>• New Hampshire – Merrimack County</li> <li>• Database – see Table 2 below</li> </ul>
Vehicles/Equipment On Road Vehicles	<ul style="list-style-type: none"> <li>• Fuel – Diesel Fuel</li> <li>• Fuel – Gasoline</li> <li>• Source Type – Combination Short Haul Truck</li> <li>• Source Type – Motorcycle</li> <li>• Source Type – Passenger Car</li> <li>• Source Type – Passenger Truck</li> <li>• Source Type – Single Unit Short Haul Truck</li> <li>• Source Type – Transit Buses</li> </ul>
Road Type	<ul style="list-style-type: none"> <li>• Urban Unrestricted Access</li> </ul>
Pollutants and Process	<ul style="list-style-type: none"> <li>• Process                             <ul style="list-style-type: none"> <li>○ Running Exhaust</li> <li>○ Start Exhaust</li> <li>○ Evap Permeation</li> <li>○ Evap Fuel Leaks</li> <li>○ Crankcase Running Exhaust</li> <li>○ Crankcase Start Exhaust</li> <li>○ Crankcase Extended Idle Exhaust</li> <li>○ Extended Idle Exhaust</li> <li>○ Auxiliary Power Exhaust</li> <li>○ Breakwear</li> <li>○ Tirewear</li> </ul> </li> <li>• Pollutant                             <ul style="list-style-type: none"> <li>○ Total Gaseous Hydrocarbons</li> <li>○ Primary Exhaust PM2.5 – Total</li> <li>○ Primary Exhaust PM2.5 – Species*</li> <li>○ Primary PM2.5 – Breakwear Particulate</li> <li>○ Primary PM2.5 – Tirewear Particulate</li> <li>○ Primary Exhaust PM10 – Total</li> <li>○ Primary PM10 – Breakwear Particulate</li> <li>○ Primary PM10 – Tirewear Particulate</li> </ul> </li> </ul>
General Output	<ul style="list-style-type: none"> <li>• Units – Grams, Joules and Miles</li> <li>• Activity – Distance Traveled; Population (CO, and PM10 queue and PM2.5 queue)</li> <li>• Activity – Default (PM2.5 and PM10 free flow links)</li> </ul>

\* Species Include – Aluminum, Ammonium (NH4), Calcium, Chloride< CMAQ5.0 Unspeciated (PMOTHR), Composite – NonECPM, Elemental Carbon, H2O (aerosol), Iron, Magnesium, Manganese Compounds, Nitrate (No3), Non – Carbon Organic Mater (NCOM)

Table 2. Additional MOVES Input Data

MOVES Project Data Manager	
Age Distribution	National Default Age Distribution by Source Type from EPA
Fuel	Exported Default Data from MOVES
Meteorology Data	Exported Default Data from MOVES
I/M Program	Exported Default Data from MOVES
Link Source Types	See Appendix B
Links	Using average speed method - See Appendix A

### 3.2 MOVES Output

The MOVES2014a model had to be run twice for both the AM and the PM design hours at each location to produce the pollutants in units of both Grams Per Vehicle-Miles for free flow links and Grams Per Vehicle-Hour for queue links. Those runs are reported in Table 3, Table 4, and Table 5 for CO, PM10, and PM2.5, respectively.

Table 3. CO Emission Rates Calculated from MOVES

Location	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 14 NB 2035 Build A.M.	Loudon Rd WB Q		1.74022
Exit 14 NB 2035 Build A.M.	Loudon Rd WB AFF	0.95095	
Exit 14 NB 2035 Build A.M.	Loudon Rd WB DFF	0.93990	
Exit 14 NB 2035 Build A.M.	Loudon Rd EB Q		1.74022
Exit 14 NB 2035 Build A.M.	Loudon Rd EB AFF	1.29565	
Exit 14 NB 2035 Build A.M.	Loudon Rd EB DFF	0.95095	
Exit 14 NB 2035 Build A.M.	Exit 14 NB off Ramp NB Q		1.74022
Exit 14 NB 2035 Build A.M.	Exit 14 NB off Ramp NB AFF	0.69434	
Exit 14 NB 2035 Build A.M.	FT Eddy Rd NB DFF	0.75718	
Exit 14 NB 2035 Build A.M.	FT Eddy Rd SB Q		1.74022
Exit 14 NB 2035 Build A.M.	FT Eddy Rd SB AFF	1.25942	
Exit 14 NB 2035 Build A.M.	I 93 SB	0.756598	
Exit 14 NB 2035 Build A.M.	I 93 NB	0.756597	
Exit 14 NB 2035 Build P.M.	Loudon Rd WB Q		1.75284
Exit 14 NB 2035 Build P.M.	Loudon Rd WB AFF	0.96167	
Exit 14 NB 2035 Build P.M.	Loudon Rd WB DFF	0.96435	
Exit 14 NB 2035 Build P.M.	Loudon Rd EB Q		1.75284
Exit 14 NB 2035 Build P.M.	Loudon Rd EB AFF	1.32238	



Location	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 14 NB 2035 Build P.M.	Loudon Rd EB DFF	0.96168	
Exit 14 NB 2035 Build P.M.	Exit 14 NB off Ramp NB Q		1.75284
Exit 14 NB 2035 Build P.M.	Exit 14 NB off Ramp NB AFF	0.70224	
Exit 14 NB 2035 Build P.M.	FT Eddy Rd NB DFF	0.76604	
Exit 14 NB 2035 Build P.M.	FT Eddy Rd SB Q		1.75284
Exit 14 NB 2035 Build P.M.	FT Eddy Rd SB AFF	1.29435	
Exit 14 NB 2035 Build P.M.	I 93 SB	0.796697	
Exit 14 NB 2035 Build P.M.	I 93 NB	0.796697	
Exit 14 SB 2035 Build A.M.	Loudon Rd WB Q		1.74021
Exit 14 SB 2035 Build A.M.	Loudon Rd WB AFF	1.09756	
Exit 14 SB 2035 Build A.M.	Loudon Rd WB DFF	1.53496	
Exit 14 SB 2035 Build A.M.	Loudon Rd EB Q		1.74022
Exit 14 SB 2035 Build A.M.	Loudon Rd EB AFF	0.68022	
Exit 14 SB 2035 Build A.M.	Loudon Rd EB DFF	1.09756	
Exit 14 SB 2035 Build A.M.	Exit 14 SB off Ramp SB Q		1.74022
Exit 14 SB 2035 Build A.M.	Exit 14 SB off Ramp SB AFF	0.69434	
Exit 14 SB 2035 Build A.M.	Exit 14 SB on Ramp SB DFF	0.79329	
Exit 14 SB 2035 Build A.M.	I 93 SB	0.766368	
Exit 14 SB 2035 Build A.M.	I 93 NB	0.766367	
Exit 14 SB 2035 Build P.M.	Loudon Rd WB Q		1.75284
Exit 14 SB 2035 Build P.M.	Loudon Rd WB AFF	1.12343	
Exit 14 SB 2035 Build P.M.	Loudon Rd WB DFF	1.55125	
Exit 14 SB 2035 Build P.M.	Loudon Rd EB Q		1.75285
Exit 14 SB 2035 Build P.M.	Loudon Rd EB AFF	0.68856	
Exit 14 SB 2035 Build P.M.	Loudon Rd EB DFF	1.12343	
Exit 14 SB 2035 Build P.M.	Exit 14 SB off Ramp SB Q		1.75285
Exit 14 SB 2035 Build P.M.	Exit 14 SB off Ramp SB AFF	0.70224	
Exit 14 SB 2035 Build P.M.	Exit 14 SB on Ramp SB DFF	0.80260	
Exit 14 SB 2035 Build P.M.	I 93 SB	0.787965	
Exit 14 SB 2035 Build P.M.	I 93 NB	0.787964	
Exit 13 SPUI 2035 Build A.M.	Manchester St WB Q		1.74022
Exit 13 SPUI 2035 Build A.M.	Manchester St WB AFF	0.78848	
Exit 13 SPUI 2035 Build A.M.	Manchester St WB DFF	0.97898	
Exit 13 SPUI 2035 Build A.M.	Manchester St EB Q		1.74022
Exit 13 SPUI 2035 Build A.M.	Manchester St EB AFF	1.07498	
Exit 13 SPUI 2035 Build A.M.	Manchester St EB DFF	1.14533	
Exit 13 SPUI 2035 Build A.M.	I 93 SB off Ramp Q		1.74022
Exit 13 SPUI 2035 Build A.M.	I 93 SB off Ramp AFF	0.95082	
Exit 13 SPUI 2035 Build A.M.	I 93 SB on Ramp DFF	1.25492	
Exit 13 SPUI 2035 Build A.M.	I 93 NB off Ramp Q		1.74022

## State Project No. 13742 (Bow Concord I-93 Improvements)

Location	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 13 SPUI 2035 Build A.M.	I 93 NB off Ramp AFF	0.94776	
Exit 13 SPUI 2035 Build A.M.	I 93 NB on Ramp DFF	0.91078	
Exit 13 SPUI 2035 Build A.M.	I 93 NB on slip ramp	1.00031	
Exit 13 SPUI 2035 Build A.M.	I 93 NB off slip ramp	1.88178	
Exit 13 SPUI 2035 Build A.M.	I 93 SB on slip ramp	1.03398	
Exit 13 SPUI 2035 Build A.M.	I 93 NB	0.7646755	
Exit 13 SPUI 2035 Build A.M.	I 93 SB	0.7646755	
Exit 13 SPUI 2035 Build P.M.	Manchester St WB Q		1.75285
Exit 13 SPUI 2035 Build P.M.	Manchester St WB AFF	0.79730	
Exit 13 SPUI 2035 Build P.M.	Manchester St WB DFF	0.99855	
Exit 13 SPUI 2035 Build P.M.	Manchester St EB Q		1.75284
Exit 13 SPUI 2035 Build P.M.	Manchester St EB AFF	1.09320	
Exit 13 SPUI 2035 Build P.M.	Manchester St EB DFF	1.15653	
Exit 13 SPUI 2035 Build P.M.	I 93 SB off Ramp Q		1.75284
Exit 13 SPUI 2035 Build P.M.	I 93 SB off Ramp AFF	0.96154	
Exit 13 SPUI 2035 Build P.M.	I 93 SB on Ramp DFF	1.26723	
Exit 13 SPUI 2035 Build P.M.	I 93 NB off Ramp Q		1.75285
Exit 13 SPUI 2035 Build P.M.	I 93 NB off Ramp AFF	0.95816	
Exit 13 SPUI 2035 Build P.M.	I 93 NB on Ramp DFF	0.95446	
Exit 13 SPUI 2035 Build P.M.	I 93 NB on slip ramp	1.01081	
Exit 13 SPUI 2035 Build P.M.	I 93 NB off slip ramp	1.93739	
Exit 13 SPUI 2035 Build P.M.	I 93 SB on slip ramp	1.08501	
Exit 13 SPUI 2035 Build P.M.	I 93 NB	0.796697	
Exit 13 SPUI 2035 Build P.M.	I 93 SB	0.796697	

Table 4. PM10 Emission Rates Calculated from MOVES

RUN	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 14 NB 2035 Build A.M.	Loudon Rd WB Q		0.04602
Exit 14 NB 2035 Build A.M.	Loudon Rd WB AFF	0.06743	
Exit 14 NB 2035 Build A.M.	Loudon Rd WB DFF	0.08079	
Exit 14 NB 2035 Build A.M.	Loudon Rd EB Q		0.04602
Exit 14 NB 2035 Build A.M.	Loudon Rd EB AFF	0.05964	
Exit 14 NB 2035 Build A.M.	Loudon Rd EB DFF	0.06743	
Exit 14 NB 2035 Build A.M.	Exit 14 NB off Ramp NB Q		0.04602
Exit 14 NB 2035 Build A.M.	Exit 14 NB off Ramp NB AFF	0.09919	
Exit 14 NB 2035 Build A.M.	FT Eddy Rd NB DFF	0.08623	
Exit 14 NB 2035 Build A.M.	FT Eddy Rd SB Q		0.04602
Exit 14 NB 2035 Build A.M.	FT Eddy Rd SB AFF	0.01824	

RUN	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 14 NB 2035 Build A.M.	I 93 SB	0.020448	
Exit 14 NB 2035 Build A.M.	I 93 NB	0.020448	
Exit 14 NB 2035 Build P.M.	Loudon Rd WB Q		0.03961
Exit 14 NB 2035 Build P.M.	Loudon Rd WB AFF	0.06368	
Exit 14 NB 2035 Build P.M.	Loudon Rd WB DFF	0.07584	
Exit 14 NB 2035 Build P.M.	Loudon Rd EB Q		0.03961
Exit 14 NB 2035 Build P.M.	Loudon Rd EB AFF	0.05655	
Exit 14 NB 2035 Build P.M.	Loudon Rd EB DFF	0.06368	
Exit 14 NB 2035 Build P.M.	Exit 14 NB off Ramp NB Q		0.03961
Exit 14 NB 2035 Build P.M.	Exit 14 NB off Ramp NB AFF	0.09310	
Exit 14 NB 2035 Build P.M.	FT Eddy Rd NB DFF	0.08089	
Exit 14 NB 2035 Build P.M.	FT Eddy Rd SB Q		0.03961
Exit 14 NB 2035 Build P.M.	FT Eddy Rd SB AFF	0.01722	
Exit 14 NB 2035 Build P.M.	I 93 SB	0.019433	
Exit 14 NB 2035 Build P.M.	I 93 NB	0.019433	
Exit 14 SB 2035 Build A.M.	Loudon Rd WB Q		0.04602
Exit 14 SB 2035 Build A.M.	Loudon Rd WB AFF	0.06743	
Exit 14 SB 2035 Build A.M.	Loudon Rd WB DFF	0.05246	
Exit 14 SB 2035 Build A.M.	Loudon Rd EB Q		0.04602
Exit 14 SB 2035 Build A.M.	Loudon Rd EB AFF	0.10620	
Exit 14 SB 2035 Build A.M.	Loudon Rd EB DFF	0.06743	
Exit 14 SB 2035 Build A.M.	Exit 14 SB off Ramp SB Q		0.04602
Exit 14 SB 2035 Build A.M.	Exit 14 SB off Ramp SB AFF	0.09919	
Exit 14 SB 2035 Build A.M.	Exit 14 SB on Ramp SB DFF	0.08079	
Exit 14 SB 2035 Build A.M.	I 93 SB	0.026213	
Exit 14 SB 2035 Build A.M.	I 93 NB	0.026213	
Exit 14 SB 2035 Build P.M.	Loudon Rd WB Q		0.03961
Exit 14 SB 2035 Build P.M.	Loudon Rd WB AFF	0.06368	
Exit 14 SB 2035 Build P.M.	Loudon Rd WB DFF	0.04974	
Exit 14 SB 2035 Build P.M.	Loudon Rd EB Q		0.03961
Exit 14 SB 2035 Build P.M.	Loudon Rd EB AFF	0.09960	
Exit 14 SB 2035 Build P.M.	Loudon Rd EB DFF	0.06368	
Exit 14 SB 2035 Build P.M.	Exit 14 SB off Ramp SB Q		0.03961
Exit 14 SB 2035 Build P.M.	Exit 14 SB off Ramp SB AFF	0.09310	
Exit 14 SB 2035 Build P.M.	Exit 14 SB on Ramp SB DFF	0.07584	
Exit 14 SB 2035 Build P.M.	I 93 SB	0.024712	
Exit 14 SB 2035 Build P.M.	I 93 NB	0.024712	
Exit 13 SPUI 2035 Build A.M.	Manchester St WB Q		0.04602
Exit 13 SPUI 2035 Build A.M.	Manchester St WB AFF	0.08079	

RUN	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 13 SPUI 2035 Build A.M.	Manchester St WB DFF	0.07103	
Exit 13 SPUI 2035 Build A.M.	Manchester St EB Q		0.04602
Exit 13 SPUI 2035 Build A.M.	Manchester St EB AFF	0.06406	
Exit 13 SPUI 2035 Build A.M.	Manchester St EB DFF	0.05964	
Exit 13 SPUI 2035 Build A.M.	I 93 SB off Ramp Q		0.04602
Exit 13 SPUI 2035 Build A.M.	I 93 SB off Ramp AFF	0.06743	
Exit 13 SPUI 2035 Build A.M.	I 93 SB on Ramp DFF	0.05729	
Exit 13 SPUI 2035 Build A.M.	I 93 NB off Ramp Q		0.04602
Exit 13 SPUI 2035 Build A.M.	I 93 NB off Ramp AFF	0.06743	
Exit 13 SPUI 2035 Build A.M.	I 93 NB on Ramp DFF	0.06836	
Exit 13 SPUI 2035 Build A.M.	I 93 NB on slip ramp	0.06406	
Exit 13 SPUI 2035 Build A.M.	I 93 NB off slip ramp	0.05306	
Exit 13 SPUI 2035 Build A.M.	I 93 SB on slip ramp	0.06260	
Exit 13 SPUI 2035 Build A.M.	I 93 NB	0.021193	
Exit 13 SPUI 2035 Build A.M.	I 93 SB	0.021193	
Exit 13 SPUI 2035 Build P.M.	Manchester St WB Q		0.03961
Exit 13 SPUI 2035 Build P.M.	Manchester St WB AFF	0.07584	
Exit 13 SPUI 2035 Build P.M.	Manchester St WB DFF	0.06701	
Exit 13 SPUI 2035 Build P.M.	Manchester St EB Q		0.03961
Exit 13 SPUI 2035 Build P.M.	Manchester St EB AFF	0.06053	
Exit 13 SPUI 2035 Build P.M.	Manchester St EB DFF	0.05655	
Exit 13 SPUI 2035 Build P.M.	I 93 SB off Ramp Q		0.03961
Exit 13 SPUI 2035 Build P.M.	I 93 SB off Ramp AFF	0.06368	
Exit 13 SPUI 2035 Build P.M.	I 93 SB on Ramp DFF	0.05438	
Exit 13 SPUI 2035 Build P.M.	I 93 NB off Ramp Q		0.03961
Exit 13 SPUI 2035 Build P.M.	I 93 NB off Ramp AFF	0.06368	
Exit 13 SPUI 2035 Build P.M.	I 93 NB on Ramp DFF	0.06368	
Exit 13 SPUI 2035 Build P.M.	I 93 NB on slip ramp	0.06053	
Exit 13 SPUI 2035 Build P.M.	I 93 NB off slip ramp	0.05034	
Exit 13 SPUI 2035 Build P.M.	I 93 SB on slip ramp	0.05798	
Exit 13 SPUI 2035 Build P.M.	I 93 NB	0.019433	
Exit 13 SPUI 2035 Build P.M.	I 93 SB	0.019433	

Table 5. PM2.5 Emission Rates Calculated from MOVES

Location	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 14 NB 2035 Build A.M.	Loudon Rd WB Q		0.04159
Exit 14 NB 2035 Build A.M.	Loudon Rd WB AFF	0.01278	
Exit 14 NB 2035 Build A.M.	Loudon Rd WB DFF	0.01366	
Exit 14 NB 2035 Build A.M.	Loudon Rd EB Q		0.04159

Location	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 14 NB 2035 Build A.M.	Loudon Rd EB AFF	0.01290	
Exit 14 NB 2035 Build A.M.	Loudon Rd EB DFF	0.01278	
Exit 14 NB 2035 Build A.M.	Exit 14 NB off Ramp NB Q		0.04159
Exit 14 NB 2035 Build A.M.	Exit 14 NB off Ramp NB AFF	0.01536	
Exit 14 NB 2035 Build A.M.	FT Eddy Rd NB DFF	0.01414	
Exit 14 NB 2035 Build A.M.	FT Eddy Rd SB Q		0.04159
Exit 14 NB 2035 Build A.M.	FT Eddy Rd SB AFF	0.00657	
Exit 14 NB 2035 Build A.M.	I 93 SB	0.005768	
Exit 14 NB 2035 Build A.M.	I 93 NB	0.005768	
Exit 14 NB 2035 Build P.M.	Loudon Rd WB Q		0.03568
Exit 14 NB 2035 Build P.M.	Loudon Rd WB AFF	0.01173	
Exit 14 NB 2035 Build P.M.	Loudon Rd WB DFF	0.01259	
Exit 14 NB 2035 Build P.M.	Loudon Rd EB Q		0.03568
Exit 14 NB 2035 Build P.M.	Loudon Rd EB AFF	0.01179	
Exit 14 NB 2035 Build P.M.	Loudon Rd EB DFF	0.01173	
Exit 14 NB 2035 Build P.M.	Exit 14 NB off Ramp NB Q		0.03568
Exit 14 NB 2035 Build P.M.	Exit 14 NB off Ramp NB AFF	0.01425	
Exit 14 NB 2035 Build P.M.	FT Eddy Rd NB DFF	0.01306	
Exit 14 NB 2035 Build P.M.	FT Eddy Rd SB Q		0.03568
Exit 14 NB 2035 Build P.M.	FT Eddy Rd SB AFF	0.00601	
Exit 14 NB 2035 Build P.M.	I 93 SB	0.005202	
Exit 14 NB 2035 Build P.M.	I 93 NB	0.005202	
Exit 14 SB 2035 Build A.M.	Loudon Rd WB Q		0.04159
Exit 14 SB 2035 Build A.M.	Loudon Rd WB AFF	0.01278	
Exit 14 SB 2035 Build A.M.	Loudon Rd WB DFF	0.01389	
Exit 14 SB 2035 Build A.M.	Loudon Rd EB Q		0.04159
Exit 14 SB 2035 Build A.M.	Loudon Rd EB AFF	0.01607	
Exit 14 SB 2035 Build A.M.	Loudon Rd EB DFF	0.01278	
Exit 14 SB 2035 Build A.M.	Exit 14 SB off Ramp SB Q		0.04159
Exit 14 SB 2035 Build A.M.	Exit 14 SB off Ramp SB AFF	0.01536	
Exit 14 SB 2035 Build A.M.	Exit 14 SB on Ramp SB DFF	0.01366	
Exit 14 SB 2035 Build A.M.	I 93 SB	0.006525	
Exit 14 SB 2035 Build A.M.	I 93 NB	0.006525	
Exit 14 SB 2035 Build P.M.	Loudon Rd WB Q		0.03568
Exit 14 SB 2035 Build P.M.	Loudon Rd WB AFF	0.01173	
Exit 14 SB 2035 Build P.M.	Loudon Rd WB DFF	0.01261	
Exit 14 SB 2035 Build P.M.	Loudon Rd EB Q		0.03568
Exit 14 SB 2035 Build P.M.	Loudon Rd EB AFF	0.01491	
Exit 14 SB 2035 Build P.M.	Loudon Rd EB DFF	0.01173	
Exit 14 SB 2035 Build P.M.	Exit 14 SB off Ramp SB Q		0.03568
Exit 14 SB 2035 Build P.M.	Exit 14 SB off Ramp SB AFF	0.01425	

Location	Link Description	Grams Per Vehicle-Mile (free-flow)	Grams Per Vehicle/ Hour (queue links)
Exit 14 SB 2035 Build P.M.	Exit 14 SB on Ramp SB DFF	0.01259	
Exit 14 SB 2035 Build P.M.	I 93 SB	0.005978	
Exit 14 SB 2035 Build P.M.	I 93 NB	0.005978	
Exit 13 SPUI 2035 Build A.M.	Manchester St WB Q		0.04159
Exit 13 SPUI 2035 Build A.M.	Manchester St WB AFF	0.01366	
Exit 13 SPUI 2035 Build A.M.	Manchester St WB DFF	0.01295	
Exit 13 SPUI 2035 Build A.M.	Manchester St EB Q		0.04159
Exit 13 SPUI 2035 Build A.M.	Manchester St EB AFF	0.01266	
Exit 13 SPUI 2035 Build A.M.	Manchester St EB DFF	0.01290	
Exit 13 SPUI 2035 Build A.M.	I 93 SB off Ramp Q		0.04159
Exit 13 SPUI 2035 Build A.M.	I 93 SB off Ramp AFF	0.01278	
Exit 13 SPUI 2035 Build A.M.	I 93 SB on Ramp DFF	0.01306	
Exit 13 SPUI 2035 Build A.M.	I 93 NB off Ramp Q		0.04159
Exit 13 SPUI 2035 Build A.M.	I 93 NB off Ramp AFF	0.01278	
Exit 13 SPUI 2035 Build A.M.	I 93 NB on Ramp DFF	0.01305	
Exit 13 SPUI 2035 Build A.M.	I 93 NB on slip ramp	0.01266	
Exit 13 SPUI 2035 Build A.M.	I 93 NB off slip ramp	0.01379	
Exit 13 SPUI 2035 Build A.M.	I 93 SB on slip ramp	0.01297	
Exit 13 SPUI 2035 Build A.M.	I 93 NB	0.005938	
Exit 13 SPUI 2035 Build A.M.	I 93 SB	0.005938	
Exit 13 SPUI 2035 Build P.M.	Manchester St WB Q		0.03568
Exit 13 SPUI 2035 Build P.M.	Manchester St WB AFF	0.01259	
Exit 13 SPUI 2035 Build P.M.	Manchester St WB DFF	0.01192	
Exit 13 SPUI 2035 Build P.M.	Manchester St EB Q		0.03568
Exit 13 SPUI 2035 Build P.M.	Manchester St EB AFF	0.01160	
Exit 13 SPUI 2035 Build P.M.	Manchester St EB DFF	0.01179	
Exit 13 SPUI 2035 Build P.M.	I 93 SB off Ramp Q		0.03568
Exit 13 SPUI 2035 Build P.M.	I 93 SB off Ramp AFF	0.01173	
Exit 13 SPUI 2035 Build P.M.	I 93 SB on Ramp DFF	0.01192	
Exit 13 SPUI 2035 Build P.M.	I 93 NB off Ramp Q		0.03568
Exit 13 SPUI 2035 Build P.M.	I 93 NB off Ramp AFF	0.01173	
Exit 13 SPUI 2035 Build P.M.	I 93 NB on Ramp DFF	0.01173	
Exit 13 SPUI 2035 Build P.M.	I 93 NB on slip ramp	0.01160	
Exit 13 SPUI 2035 Build P.M.	I 93 NB off slip ramp	0.01254	
Exit 13 SPUI 2035 Build P.M.	I 93 SB on slip ramp	0.01159	
Exit 13 SPUI 2035 Build P.M.	I 93 NB	0.005202	
Exit 13 SPUI 2035 Build P.M.	I 93 SB	0.005202	

## 4 EMISSIONS DISPERSION ANALYSIS – CAL3QHC

### 4.1 CAL3QHC Input

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The traffic signal timings used reflect the existing timings and no analysis was made to change the timings to adjust for the build condition in the design year. Also, every run was with an assumed 0.0 concentration for ambient pollutant. All inputs were per the EPA guidance, including *Users Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections*. These inputs were modeled to show the one-hour CO and PM concentrations based on a varying wind direction. Each run modeled one of the 28 receptors under a varying wind. The input and output files for each run can be found in Appendix A.

Input data for CAL3QHC are shown in Table 6.

### 4.2 CAL3QHC Output

---

Receptor locations were per guidance and are located at every corner of the intersection, at intervals of 25 meters from the intersection on each leg for both sides of the roadway, at intervals of 50 meters from the intersection on each leg for both sides, and at the midpoint of each free flow link for both sides. These receptor locations are shown for each intersection in Figures 1, 2, and 3. The results of each run by receptor is shown in Appendix A. The length of a link was 300 meters or the distance from center point of the intersection of interest and center point of the nearest intersection; lengths used were the lesser of the two values, as anything further than that presumably would not have a measurable impact to the air quality at the intersection.

The largest concentrations found by receptor are shown in Table 7.

Table 6. CAL3QHC Input

<p>Program Control Data</p>	<ul style="list-style-type: none"> <li>• Model Selection – CAL3QHC</li> <li>• Screening Level – EPA Default Data Values</li> <li>• Input / Output Control                         <ul style="list-style-type: none"> <li>○ Units – Feet</li> <li>○ Pollutant – CO (ppm) or PM2.5 (Ug/m3) or PM10 (Ug/m3)</li> </ul> </li> </ul>
<p>Link Data</p>	<ul style="list-style-type: none"> <li>• Free Flow Links – By Volume per hr and gram per veh mi</li> <li>• Queue Links – By Volume per hr and Gram Per veh hr</li> <li>• Type – At grade or Bridge</li> <li>• Link location and length – Feet</li> <li>• Signal Timings – Signal timing per queue link</li> </ul>
<p>Meteorological Data</p>	<ul style="list-style-type: none"> <li>• Average Time (min) – 60</li> <li>• Surface Roughness (cm) – 175 Office</li> <li>• Settling Velocity (cm/s) – 0.0</li> <li>• Deposition Velocity (cm/s) – 0.0</li> <li>• (for CO) 1-hr to 9-hr Persistence Factor – 0.7</li> <li>• (for pm2.5/pm10) 1-hour to 24-hour Persistence Factor – 0.4</li> <li>• (for pm2.5) 1-hour to annual persistence factor – 0.1</li> <li>• Transport Wind Speed U (m/s) – 1.0</li> <li>• Wind Direction in Degrees BRG – 0 (varies)</li> <li>• Pasquill Atmospheric Stability Class – 4 (D)</li> <li>• Mixing Height MIXH (m) – 1000</li> <li>• Ambient CO concentrations AMB (ppm) – 0.0</li> <li>• DEGR – 10</li> <li>• VAI (1) – 1</li> <li>• VAI (2) – 2</li> </ul>



Table 7. CAL3QHC Output: Highest Concentrations of Each Parameter at Each Intersection

Location	Pollutant	Receptor Location	Concentration
Exit 14 NB 2035 Build AM	CO	Rec #22 – East Leg South Side 25 m	0.10 ppm
Exit 14 NB 2035 Build AM	PM 2.5	Rec #17 – East Leg North Side 25 m	2.40 µg/m <sup>3</sup>
Exit 14 NB 2035 Build AM	PM 10	Rec #23 – East Leg South Side 50 m	9.50 µg/m <sup>3</sup>
Exit 14 NB 2035 Build PM	CO	Rec #19– East Leg North Side Mid Block	0.20 ppm
Exit 14 NB 2035 Build PM	PM 2.5	Rec #5 – North Leg West Side Corner	2.60 µg/m <sup>3</sup>
Exit 14 NB 2035 Build PM	PM 10	Rec #19 – East Leg North Side Mid Block	12.7 µg/m <sup>3</sup>
Exit 14 SB 2035 Build AM	CO	Rec #17 – East Leg North Side 25 m	0.30 ppm
Exit 14 SB 2035 Build AM	PM 2.5	Rec #13 – South Leg West Side Corner	2.80 µg/m <sup>3</sup>
Exit 14 SB 2035 Build AM	PM 10	Rec #28 – West Leg South Side Mid Block	13.30 µg/m <sup>3</sup>
Exit 14 SB 2035 Build PM	CO	Rec #17 – East Leg North Side 25 m	0.30 ppm
Exit 14 SB 2035 Build PM	PM 2.5	Rec #13 – South Leg West Side Corner	2.60 µg/m <sup>3</sup>
Exit 14 SB 2035 Build PM	PM 10	Rec #28 – West Leg South Side Mid Block	12.5 µg/m <sup>3</sup>
Exit 13 SPUI 2035 Build AM	CO	Rec #5 – North Leg West Side Corner	0.10 ppm
Exit 13 SPUI 2035 Build AM	PM 2.5	Rec #5 – North Leg West Side Corner	2.50 µg/m <sup>3</sup>
Exit 13 SPUI 2035 Build AM	PM 10	Rec #5 – North Leg West Side Corner	11.7 µg/m <sup>3</sup>
Exit 13 SPUI 2035 Build PM	CO	Rec #15 – South Leg West Side 50 m	0.20 ppm
Exit 13 SPUI 2035 Build PM	PM 2.5	Rec #9 – South Leg East Side Corner	2.40 µg/m <sup>3</sup>
Exit 13 SPUI 2035 Build PM	PM 10	Rec #9 – South Leg East Side Corner	11.30 µg/m <sup>3</sup>

## 5 MOBILE SOURCE AIR TOXIC ANALYSIS IN NEPA DOCUMENTS

### 5.1 Low potential MSAT Effects from Projects with Minor Widening

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For each alternative in this EA, the amount of mobile source air toxics (MSAT) emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to the Environmental Protection Agency's (EPA) MOVES2014 model, emissions of all of the priority MSAT decrease as speed increases. Regardless of the effects of this project, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

## 6 CONCLUSIONS

### 6.1 CO Emission Rates

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The highest CO concentrations modeled ranged from 0.10 - 0.30 ppm at the three locations over the 24-hour period. With the majority of the receptors recording a negligible concentration of CO under the aforementioned worst-case scenario, it can be assumed that this project will not cause exceedances of the current 1-hour CO NAAQS of 35 ppm. Recent CO samples taken from the Londonderry Air Monitoring Station operated by NHDES at Moose Hill School in Londonderry, NH (approximately 29 miles southeast of the project area) show a maximum of 2.65 ppm over 8,600 hourly samples taken in 2011. Even if the ambient CO levels at the intersections of interest are equivalent to the highest measured concentrations at the Londonderry station, the concentrations would still be well below the 1-hour standard of 35 ppm. Due to these findings, no additional analysis of CO is deemed necessary.

### 6.2 PM10

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Modeled PM10 concentrations ranged from 9.5  $\mu\text{g}/\text{m}^3$  to 13.3  $\mu\text{g}/\text{m}^3$  at the three locations over both time periods. The concentration limit in the NAAQS is 150  $\mu\text{g}/\text{m}^3$  averaged over a 24-hour period. There is no information in the SIP regarding an ambient concentration to consider in the modeling. Since modeled concentrations for the worst-case scenario are substantially below the NAAQS, no additional analysis of PM10 is believed to be necessary.

### 6.3 PM2.5

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Modeled PM2.5 concentrations ranged from 2.4  $\mu\text{g}/\text{m}^3$  to 2.8  $\mu\text{g}/\text{m}^3$  at the three intersections over both time periods and are well below the 24-hour NAAQS concentration of 35  $\mu\text{g}/\text{m}^3$ . Because these results represent the worst-case scenario for one hour, it is assumed the 24-hour average is well below the threshold and no further analysis is needed.

### 6.4 In Summary

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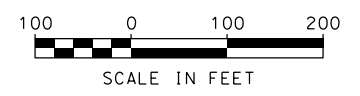
The build conditions for the design year are well below the CO, PM2.5, and PM10 standards. Therefore, it is concluded that this project will not cause or contribute to exceedances of the NAAQS. No analysis of additional alternatives or design years is warranted.

# FIGURES



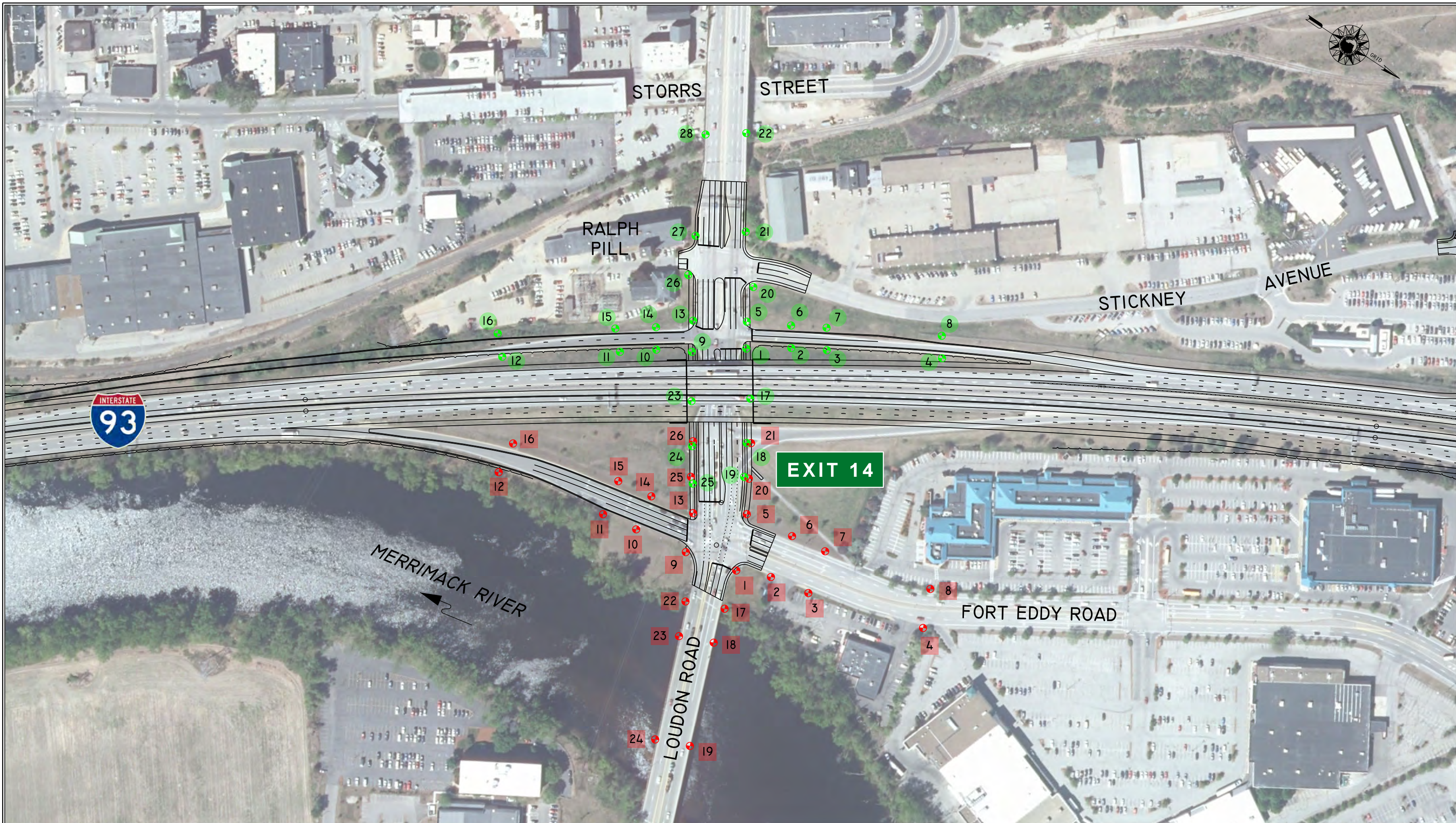
**LEGEND**

- EXIT 13 RECEPTOR LOCATIONS ●
- PROPOSED IMPROVEMENTS



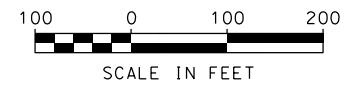
<b>BOW-CONCORD I-93 IMPROVEMENTS</b>	
<b>AIR QUALITY ANALYSIS</b>	
<b>RECEPTOR LOCATIONS</b>	
DATE: MAY 2018	SCALE: 1" = 200'

FIGURE  
1



**LEGEND**

- EXIT 14 NB FT EDDY ROAD RECEPTOR LOCATIONS X +
- EXIT 14 SB RECEPTOR LOCATIONS X +
- PROPOSED IMPROVEMENTS



**BOW-CONCORD I-93 IMPROVEMENTS**

**AIR QUALITY ANALYSIS  
RECEPTOR LOCATIONS**

DATE: MAY 2018 SCALE: 1" = 200'

# APPENDIX A

## CAL3QHC MODELING RESULTS

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface



PAGE 1

JOB: Bow Concord  
CO

RUN: Exit 14 NB Ft Eddy 2035 Build AM

DATE : 3/ 2/18  
TIME : 9:44:42

The MODE flag has been set for calculating concentrations for POLLUTANT: CO

SITE & METEOROLOGICAL VARIABLES

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

PPM

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
	(G/MI)	(FT)	(FT)	(VEH)							
1.3	0.0	56.0			-20.0	0.0	80.0	470.0	481.	12.	AG 273.
100.0	0.0	56.0	0.38	2.5	-2.9	80.5	7.3	128.2	49.	12.	AG 11.
0.7	0.0	44.0			30.0	0.0	120.0	460.0	469.	11.	AG 379.
0.7	0.0	72.0			30.0	0.0	-70.0	-450.0	461.	193.	AG 1112.
0.7	0.0	51.0			-70.0	-450.0	-70.0	-820.0	370.	180.	AG 1112.
0.9	0.0	56.0			0.0	20.0	980.0	10.0	980.	91.	AG 803.
100.0	0.0	56.0	0.49	5.6	73.7	19.2	183.2	18.1	109.	91.	AG 9.
1.3	0.0	47.0			0.0	-10.0	980.0	-40.0	980.	92.	AG 1304.
1.3	0.0	68.0			0.0	-10.0	-430.0	-110.0	441.	257.	AG 673.
100.0	0.0	68.0	0.31	3.5	0.0	-10.0	-67.1	-25.6	69.	257.	AG 12.
0.9	0.0	78.0			-10.0	40.0	-440.0	-50.0	439.	258.	AG 1177.
1.3	0.0	40.0			80.0	470.0	0.0	980.0	516.	351.	AG 273.
0.7	0.0	52.0			120.0	460.0	30.0	990.0	538.	350.	AG 379.
0.7	0.0	36.0			-70.0	-820.0	-40.0	-970.0	153.	169.	AG 1112.
0.8	22.0	80.0			-270.0	-40.0	-420.0	940.0	991.	351.	BR 3863.
0.8	22.0	80.0			-270.0	-40.0	-60.0	-1030.0	1012.	168.	BR 3863.
0.8	22.0	95.0			-350.0	-50.0	-500.0	940.0	1001.	351.	BR 3304.
0.8	22.0	95.0			-350.0	-50.0	-120.0	-1040.0	1016.	167.	BR 3304.

DATE : 3/ 2/18  
 TIME : 9:44:42

-----  
 ADDITIONAL QUEUE LINK PARAMETERS  
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ARRIVAL	LINK DESCRIPTION	* CYCLE	RED	CLEARANCE	APPROACH	SATURATION	IDLE	SIGNAL
RATE		* LENGTH	TIME	LOST TIME	VOL	FLOW RATE	EM FAC	TYPE
		* (SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)	
3	2. N Leg App - Queue	* 120	98	2.0	273	1600	1.74	2
3	7. E Leg App - Queue	* 120	75	2.0	803	1600	1.74	2
3	10. W Leg App - Queue	* 120	75	2.0	673	1600	1.74	2

-----  
 RECEPTOR LOCATIONS  
 -----

RECEPTOR	* X	COORDINATES (FT) Y	Z	*
1. N Leg, E Side-Corner	* 80.0	60.0	5.9	*
2. N Leg, E Side - 25 m	* 80.0	140.0	5.9	*
3. N Leg, E Side - 50 m	* 100.0	230.0	5.9	*
4. N Leg, E Side-Midblk	* 130.0	500.0	5.9	*
5. N Leg, W Side-Corner	* -50.0	60.0	5.9	*
6. N Leg, W Side - 25 m	* -20.0	170.0	5.9	*
7. N Leg, W Side - 50 m	* 0.0	250.0	5.9	*
8. N Leg, W Side-Midblk	* 40.0	500.0	5.9	*
9. S Leg, E Side-Corner	* 60.0	-50.0	5.9	*
10. S Leg, E Side - 25 m	* 30.0	-180.0	5.9	*
11. S Leg, E Side - 50 m	* 10.0	-240.0	5.9	*
12. S Leg, E Side-Midblk	* -40.0	-510.0	5.9	*
13. S Leg, W Side-Corner	* -30.0	-60.0	5.9	*
14. S Leg, W Side - 25 m	* -50.0	-160.0	5.9	*
15. S Leg, W Side - 50 m	* -70.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	* -110.0	-490.0	5.9	*
17. E Leg, N Side - 25 m	* 170.0	50.0	5.9	*
18. E Leg, N Side - 50 m	* 250.0	40.0	5.9	*
19. E Leg, N Side-Midblk	* 490.0	30.0	5.9	*
20. W Leg, N Side - 25 m	* -130.0	50.0	5.9	*
21. W Leg, N Side - 50 m	* -210.0	40.0	5.9	*
22. E Leg, S Side - 25 m	* 170.0	-40.0	5.9	*
23. E Leg, S Side - 50 m	* 250.0	-40.0	5.9	*
24. E Leg, S Side-Midblk	* 490.0	-50.0	5.9	*
25. W Leg, S Side - 25 m	* -110.0	-80.0	5.9	*
26. W Leg, S Side - 50 m	* -190.0	-90.0	5.9	*





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

WIND ANGLE RANGE: 10.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26
10.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
20.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
30.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
40.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
50.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
60.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
70.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
80.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
90.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
100.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
110.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
120.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
130.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
140.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
150.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
160.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
170.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
180.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000
190.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000
200.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000
210.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
220.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
230.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
240.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
250.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
260.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
270.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.0000
280.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
290.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
300.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
310.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
320.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.0000	0.0000
330.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.0000	0.1000
340.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.0000	0.1000
350.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
360.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
MAX DEGR.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.0000	0.1000
	*	180	10	10	10	10	180	10	10	10	10	180

THE HIGHEST CONCENTRATION OF 0.1000 PPM OCCURRED AT RECEPTOR 22.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord  
pm2.5

RUN: Exit 14 NB Ft Eddy 2035 Build AM

DATE : 3/ 2/18  
TIME : 10: 5:22

The MODE flag has been set for calculating concentrations for POLLUTANT: PM2.5

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
(G/MI)	(FT)	(FT)	(VEH)	*	*	*	*	*	*	*	
0.0	0.0	56.0	1. N Leg App - FreeFlow*	-20.0	0.0	80.0	470.0	481.	12.	AG 273.	
100.0	0.0	56.0	2. N Leg App - Queue	-2.9	80.5	7.3	128.2	49.	12.	AG 0.	
0.0	0.0	44.0	3. N Leg Dep - FreeFlow*	30.0	0.0	120.0	460.0	469.	11.	AG 379.	
0.0	0.0	72.0	4. S Leg App - FreeFlow*	30.0	0.0	-70.0	-450.0	461.	193.	AG 1112.	
0.0	0.0	51.0	5. S Leg App - FF #2	-70.0	-450.0	-70.0	-820.0	370.	180.	AG 1112.	
0.0	0.0	56.0	6. E Leg App - FreeFlow*	0.0	20.0	980.0	10.0	980.	91.	AG 803.	
100.0	0.0	56.0	7. E Leg App - Queue	73.7	19.2	183.2	18.1	109.	91.	AG 0.	
0.0	0.0	47.0	8. E Leg Dep - FreeFlow*	0.0	-10.0	980.0	-40.0	980.	92.	AG 1304.	
0.0	0.0	68.0	9. W Leg App - FreeFlow*	0.0	-10.0	-430.0	-110.0	441.	257.	AG 673.	
100.0	0.0	68.0	10. W Leg App - Queue	0.0	-10.0	-67.1	-25.6	69.	257.	AG 0.	
0.0	0.0	78.0	11. W Leg Dep - FreeFlow*	-10.0	40.0	-440.0	-50.0	439.	258.	AG 1177.	
0.0	0.0	40.0	12. N Leg App - FF #2	80.0	470.0	0.0	980.0	516.	351.	AG 273.	
0.0	0.0	52.0	13. N Leg Dep - FF #2	120.0	460.0	30.0	990.0	538.	350.	AG 379.	
0.0	0.0	36.0	14. S Leg App - FF #3	-70.0	-820.0	-40.0	-970.0	153.	169.	AG 1112.	
0.0	22.0	80.0	15. I93 NB N Leg - FF	-270.0	-40.0	-420.0	940.0	991.	351.	BR 3863.	
0.0	22.0	80.0	16. I 93 NB S Leg - FF	-270.0	-40.0	-60.0	-1030.0	1012.	168.	BR 3863.	
0.0	22.0	95.0	17. I 93 SB N Leg - FF	-350.0	-50.0	-500.0	940.0	1001.	351.	BR 3304.	
0.0	22.0	95.0	18. I 93 SB S Leg - FF	-350.0	-50.0	-120.0	-1040.0	1016.	167.	BR 3304.	

DATE : 3/ 2/18  
 TIME : 10: 5:22

3	2. N Leg App - Queue	*	120	98	2.0	273	1600	0.04	2
3	7. E Leg App - Queue	*	120	75	2.0	803	1600	0.04	2
3	10. W Leg App - Queue	*	120	75	2.0	673	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
1. N Leg, E Side-Corner	*	80.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	80.0	140.0	5.9	*
3. N Leg, E Side - 50 m	*	100.0	230.0	5.9	*
4. N Leg, E Side-Midblk	*	130.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-50.0	60.0	5.9	*
6. N Leg, W Side - 25 m	*	-20.0	170.0	5.9	*
7. N Leg, W Side - 50 m	*	0.0	250.0	5.9	*
8. N Leg, W Side-Midblk	*	40.0	500.0	5.9	*
9. S Leg, E Side-Corner	*	60.0	-50.0	5.9	*
10. S Leg, E Side - 25 m	*	30.0	-180.0	5.9	*
11. S Leg, E Side - 50 m	*	10.0	-240.0	5.9	*
12. S Leg, E Side-Midblk	*	-40.0	-510.0	5.9	*
13. S Leg, W Side-Corner	*	-30.0	-60.0	5.9	*
14. S Leg, W Side - 25 m	*	-50.0	-160.0	5.9	*
15. S Leg, W Side - 50 m	*	-70.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	-110.0	-490.0	5.9	*
17. E Leg, N Side - 25 m	*	170.0	50.0	5.9	*
18. E Leg, N Side - 50 m	*	250.0	40.0	5.9	*
19. E Leg, N Side-Midblk	*	490.0	30.0	5.9	*
20. W Leg, N Side - 25 m	*	-130.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-210.0	40.0	5.9	*
22. E Leg, S Side - 25 m	*	170.0	-40.0	5.9	*
23. E Leg, S Side - 50 m	*	250.0	-40.0	5.9	*
24. E Leg, S Side-Midblk	*	490.0	-50.0	5.9	*
25. W Leg, S Side - 25 m	*	-110.0	-80.0	5.9	*
26. W Leg, S Side - 50 m	*	-190.0	-90.0	5.9	*







MODEL RESULTS

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

WIND ANGLE RANGE: 10.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (UG/M**3)	16	17	18	19	20	21	22	23	24	25	26
10.	*	0.6000	0.0000	0.0000	0.1000	0.0000	0.0000	1.1000	0.9000	0.8000	0.6000	0.6000
20.	*	0.9000	0.0000	0.0000	0.1000	0.1000	0.0000	1.1000	0.9000	0.8000	0.8000	0.6000
30.	*	1.0000	0.0000	0.0000	0.1000	0.1000	0.0000	1.0000	0.9000	0.8000	1.1000	0.6000
40.	*	0.9000	0.0000	0.1000	0.1000	0.2000	0.0000	1.0000	1.0000	1.0000	1.2000	1.0000
50.	*	0.9000	0.0000	0.1000	0.1000	0.3000	0.1000	1.0000	1.1000	1.0000	1.3000	1.0000
60.	*	0.7000	0.0000	0.1000	0.2000	0.5000	0.2000	1.1000	1.2000	1.1000	1.3000	1.2000
70.	*	0.6000	0.1000	0.2000	0.3000	0.6000	0.3000	1.3000	1.3000	1.3000	1.3000	1.2000
80.	*	0.5000	0.3000	0.5000	0.6000	1.0000	0.8000	1.4000	1.5000	1.3000	1.2000	1.1000
90.	*	0.5000	0.7000	0.9000	0.9000	1.4000	1.3000	1.2000	1.3000	1.0000	0.7000	0.7000
100.	*	0.5000	1.1000	1.1000	1.2000	1.6000	1.6000	0.6000	0.7000	0.5000	0.4000	0.3000
110.	*	0.5000	1.2000	1.2000	1.2000	1.6000	1.3000	0.2000	0.3000	0.2000	0.3000	0.2000
120.	*	0.5000	1.1000	1.1000	1.1000	1.5000	1.2000	0.1000	0.1000	0.1000	0.3000	0.2000
130.	*	0.6000	1.0000	1.0000	0.9000	1.5000	1.1000	0.1000	0.1000	0.1000	0.3000	0.2000
140.	*	0.6000	1.0000	0.8000	0.8000	1.2000	0.9000	0.0000	0.1000	0.0000	0.3000	0.2000
150.	*	0.7000	1.1000	0.8000	0.8000	1.0000	0.9000	0.0000	0.0000	0.0000	0.3000	0.2000
160.	*	0.8000	1.1000	0.8000	0.7000	0.9000	1.0000	0.0000	0.0000	0.0000	0.3000	0.4000
170.	*	1.1000	1.3000	0.8000	0.7000	1.2000	1.4000	0.0000	0.0000	0.0000	0.4000	0.7000
180.	*	1.1000	1.5000	0.8000	0.7000	1.3000	1.6000	0.0000	0.0000	0.0000	0.6000	1.0000
190.	*	1.0000	1.6000	0.8000	0.7000	1.2000	1.5000	0.1000	0.0000	0.0000	0.7000	0.9000
200.	*	0.8000	1.8000	1.1000	0.7000	1.2000	1.5000	0.4000	0.3000	0.0000	0.5000	0.8000
210.	*	0.7000	2.0000	1.2000	0.9000	1.3000	1.5000	0.6000	0.4000	0.1000	0.5000	0.7000
220.	*	0.7000	2.1000	1.2000	1.1000	1.3000	1.4000	0.4000	0.5000	0.3000	0.5000	0.6000
230.	*	0.5000	2.1000	1.4000	1.2000	1.5000	1.4000	0.6000	0.5000	0.4000	0.5000	0.5000
240.	*	0.5000	2.3000	1.6000	1.3000	1.3000	1.3000	0.6000	0.5000	0.4000	0.5000	0.6000
250.	*	0.5000	2.4000	2.1000	1.4000	1.3000	1.1000	0.5000	0.6000	0.4000	0.6000	0.7000
260.	*	0.5000	2.2000	2.1000	1.8000	1.0000	0.9000	1.0000	1.1000	0.7000	0.7000	0.8000
270.	*	0.5000	1.6000	1.6000	1.4000	0.8000	0.7000	1.7000	1.7000	1.4000	1.0000	1.0000
280.	*	0.5000	0.8000	1.0000	1.1000	0.7000	0.6000	1.9000	2.1000	1.6000	1.2000	1.1000
290.	*	0.5000	0.6000	0.7000	0.5000	0.6000	0.6000	2.0000	2.1000	1.6000	1.1000	1.3000
300.	*	0.7000	0.5000	0.4000	0.4000	0.6000	0.6000	2.0000	1.8000	1.4000	1.0000	1.3000
310.	*	0.7000	0.4000	0.4000	0.3000	0.6000	0.7000	2.1000	1.8000	1.3000	1.1000	1.3000
320.	*	0.8000	0.3000	0.4000	0.1000	0.6000	0.8000	1.9000	1.4000	1.0000	1.1000	1.4000
330.	*	1.1000	0.2000	0.1000	0.1000	0.5000	0.9000	1.6000	1.2000	0.8000	1.1000	1.4000
340.	*	1.1000	0.1000	0.0000	0.1000	0.4000	0.8000	1.5000	0.9000	0.8000	1.0000	1.5000
350.	*	0.8000	0.1000	0.0000	0.1000	0.1000	0.5000	1.4000	0.8000	0.8000	0.7000	1.1000
360.	*	0.5000	0.0000	0.0000	0.1000	0.0000	0.1000	1.3000	0.9000	0.8000	0.6000	0.7000
MAX DEGR.	*	1.1000	2.4000	2.1000	1.8000	1.6000	1.6000	2.1000	2.1000	1.6000	1.3000	1.5000
	*	170	250	260	260	110	100	310	280	280	50	340

THE HIGHEST CONCENTRATION OF 2.4000 UG/M\*\*3 OCCURRED AT RECEPTOR 17.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord  
pm10

RUN: Exit 14 NB Ft Eddy 2035 Build AM

DATE : 3/ 2/18  
TIME : 10:15:47

The MODE flag has been set for calculating concentrations for POLLUTANT: PM-10

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
0.0	0.0	56.0	0.0	0.0	-20.0	0.0	80.0	470.0	481.	12.	AG 273.
100.0	0.0	56.0	0.38	2.5	-2.9	80.5	7.3	128.2	49.	12.	AG 0.
0.1	0.0	44.0	0.0	0.0	30.0	0.0	120.0	460.0	469.	11.	AG 379.
0.1	0.0	72.0	0.0	0.0	30.0	0.0	-70.0	-450.0	461.	193.	AG 1112.
0.1	0.0	51.0	0.0	0.0	-70.0	-450.0	-70.0	-820.0	370.	180.	AG 1112.
0.1	0.0	56.0	0.0	0.0	0.0	20.0	980.0	10.0	980.	91.	AG 803.
100.0	0.0	56.0	0.49	5.6	73.7	19.2	183.2	18.1	109.	91.	AG 0.
0.1	0.0	47.0	0.0	0.0	0.0	-10.0	980.0	-40.0	980.	92.	AG 1304.
0.1	0.0	68.0	0.0	0.0	0.0	-10.0	-430.0	-110.0	441.	257.	AG 673.
100.0	0.0	68.0	0.31	3.5	0.0	-10.0	-67.1	-25.6	69.	257.	AG 0.
0.1	0.0	78.0	0.0	0.0	-10.0	40.0	-440.0	-50.0	439.	258.	AG 1177.
0.0	0.0	40.0	0.0	0.0	80.0	470.0	0.0	980.0	516.	351.	AG 273.
0.1	0.0	52.0	0.0	0.0	120.0	460.0	30.0	990.0	538.	350.	AG 379.
0.1	0.0	36.0	0.0	0.0	-70.0	-820.0	-40.0	-970.0	153.	169.	AG 1112.
0.0	22.0	80.0	0.0	0.0	-270.0	-40.0	-420.0	940.0	991.	351.	BR 3863.
0.0	22.0	80.0	0.0	0.0	-270.0	-40.0	-60.0	-1030.0	1012.	168.	BR 3863.
0.0	22.0	95.0	0.0	0.0	-350.0	-50.0	-500.0	940.0	1001.	351.	BR 3304.
0.0	22.0	95.0	0.0	0.0	-350.0	-50.0	-120.0	-1040.0	1016.	167.	BR 3304.

DATE : 3/ 2/18  
 TIME : 10:15:47

3	2. N Leg App - Queue	*	120	98	2.0	273	1600	0.05	2
3	7. E Leg App - Queue	*	120	75	2.0	803	1600	0.05	2
3	10. W Leg App - Queue	*	120	75	2.0	673	1600	0.05	2

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
1. N Leg, E Side-Corner	*	80.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	80.0	140.0	5.9	*
3. N Leg, E Side - 50 m	*	100.0	230.0	5.9	*
4. N Leg, E Side-Midblk	*	130.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-50.0	60.0	5.9	*
6. N Leg, W Side - 25 m	*	-20.0	170.0	5.9	*
7. N Leg, W Side - 50 m	*	0.0	250.0	5.9	*
8. N Leg, W Side-Midblk	*	40.0	500.0	5.9	*
9. S Leg, E Side-Corner	*	60.0	-50.0	5.9	*
10. S Leg, E Side - 25 m	*	30.0	-180.0	5.9	*
11. S Leg, E Side - 50 m	*	10.0	-240.0	5.9	*
12. S Leg, E Side-Midblk	*	-40.0	-510.0	5.9	*
13. S Leg, W Side-Corner	*	-30.0	-60.0	5.9	*
14. S Leg, W Side - 25 m	*	-50.0	-160.0	5.9	*
15. S Leg, W Side - 50 m	*	-70.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	-110.0	-490.0	5.9	*
17. E Leg, N Side - 25 m	*	170.0	50.0	5.9	*
18. E Leg, N Side - 50 m	*	250.0	40.0	5.9	*
19. E Leg, N Side-Midblk	*	490.0	30.0	5.9	*
20. W Leg, N Side - 25 m	*	-130.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-210.0	40.0	5.9	*
22. E Leg, S Side - 25 m	*	170.0	-40.0	5.9	*
23. E Leg, S Side - 50 m	*	250.0	-40.0	5.9	*
24. E Leg, S Side-Midblk	*	490.0	-50.0	5.9	*
25. W Leg, S Side - 25 m	*	-110.0	-80.0	5.9	*
26. W Leg, S Side - 50 m	*	-190.0	-90.0	5.9	*







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

WIND ANGLE RANGE: 10.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (UG/M**3)	16	17	18	19	20	21	22	23	24	25	26
10.	*	4.8000	0.1000	0.0000	0.3000	0.4000	0.3000	4.8000	4.5000	4.3000	3.3000	3.4000
20.	*	6.2000	0.0000	0.1000	0.3000	0.6000	0.4000	4.5000	4.5000	4.3000	4.0000	3.7000
30.	*	6.2000	0.1000	0.2000	0.4000	0.8000	0.6000	4.7000	4.6000	4.5000	4.2000	3.9000
40.	*	5.4000	0.1000	0.3000	0.5000	1.1000	0.6000	4.9000	5.1000	4.8000	4.4000	4.3000
50.	*	5.1000	0.1000	0.3000	0.6000	1.2000	0.8000	5.5000	5.6000	5.3000	4.7000	4.6000
60.	*	4.7000	0.2000	0.5000	0.9000	1.7000	1.1000	6.1000	6.3000	5.9000	5.1000	4.9000
70.	*	4.0000	0.4000	1.0000	1.6000	2.8000	2.1000	6.9000	7.2000	6.5000	5.9000	5.2000
80.	*	3.4000	1.4000	2.5000	3.1000	4.7000	4.5000	7.6000	7.8000	6.8000	5.4000	5.1000
90.	*	3.3000	3.5000	4.8000	5.0000	6.8000	7.0000	6.1000	6.6000	5.4000	4.0000	3.6000
100.	*	3.2000	5.4000	6.2000	6.1000	8.5000	7.7000	3.3000	3.7000	2.7000	2.6000	2.0000
110.	*	3.2000	5.8000	6.3000	6.2000	8.3000	7.0000	1.2000	1.5000	1.0000	1.9000	1.5000
120.	*	3.4000	5.2000	5.5000	5.6000	7.2000	5.9000	0.5000	0.7000	0.4000	1.8000	1.4000
130.	*	3.7000	4.7000	4.9000	4.8000	6.4000	5.4000	0.3000	0.4000	0.3000	1.8000	1.4000
140.	*	4.0000	4.5000	4.5000	4.4000	5.8000	4.9000	0.3000	0.4000	0.3000	1.8000	1.5000
150.	*	4.5000	4.2000	4.2000	4.1000	5.6000	5.0000	0.2000	0.3000	0.2000	2.1000	1.6000
160.	*	5.3000	4.1000	4.0000	4.0000	5.7000	5.6000	0.1000	0.1000	0.1000	2.3000	2.4000
170.	*	5.8000	4.3000	4.0000	3.8000	6.4000	6.9000	0.0000	0.0000	0.0000	3.0000	3.4000
180.	*	5.1000	4.8000	4.0000	3.8000	6.5000	7.1000	0.3000	0.0000	0.0000	3.3000	3.6000
190.	*	4.0000	5.6000	4.6000	3.8000	6.1000	6.7000	0.9000	0.4000	0.0000	2.9000	3.3000
200.	*	3.0000	6.5000	5.3000	4.4000	6.0000	6.6000	1.9000	1.2000	0.2000	2.1000	2.9000
210.	*	2.4000	7.4000	6.2000	4.7000	6.2000	6.5000	2.7000	2.1000	0.7000	1.9000	2.5000
220.	*	2.1000	7.7000	6.6000	5.6000	6.6000	6.6000	2.9000	2.4000	1.4000	1.7000	2.3000
230.	*	2.0000	8.2000	7.3000	6.2000	7.0000	6.8000	2.9000	2.6000	1.6000	1.7000	2.1000
240.	*	1.8000	8.4000	7.6000	6.9000	7.1000	6.5000	3.0000	2.5000	1.8000	1.8000	2.2000
250.	*	1.7000	8.4000	8.6000	7.7000	6.6000	5.5000	3.4000	3.0000	2.0000	2.1000	2.5000
260.	*	1.7000	7.8000	8.6000	8.4000	5.4000	4.1000	5.2000	5.2000	3.8000	3.0000	3.5000
270.	*	1.7000	5.6000	7.0000	7.2000	3.5000	2.9000	7.4000	7.8000	6.8000	4.2000	4.4000
280.	*	1.9000	3.2000	4.1000	4.9000	2.5000	2.3000	9.1000	9.5000	8.4000	5.1000	5.2000
290.	*	2.1000	2.2000	2.5000	2.8000	2.2000	2.2000	9.1000	9.3000	8.3000	5.1000	5.5000
300.	*	2.3000	1.8000	1.7000	1.8000	2.2000	2.4000	8.4000	8.4000	7.0000	5.0000	5.8000
310.	*	2.7000	1.7000	1.5000	1.4000	2.3000	2.6000	7.9000	7.5000	6.2000	5.1000	5.8000
320.	*	3.4000	1.5000	1.1000	0.9000	2.3000	2.9000	7.2000	6.4000	5.5000	5.1000	6.1000
330.	*	4.1000	1.0000	0.8000	0.6000	2.1000	3.2000	6.4000	5.6000	4.9000	5.2000	6.2000
340.	*	4.1000	0.8000	0.5000	0.4000	1.3000	2.8000	5.7000	4.9000	4.4000	4.5000	6.2000
350.	*	3.4000	0.7000	0.4000	0.3000	0.5000	1.7000	5.4000	4.7000	4.2000	3.7000	5.1000
360.	*	3.2000	0.4000	0.1000	0.4000	0.3000	0.6000	5.5000	4.7000	4.5000	3.2000	3.8000
MAX DEGR.	*	6.2000	8.4000	8.6000	8.4000	8.5000	7.7000	9.1000	9.5000	8.4000	5.9000	6.2000
	*	20	250	250	260	100	100	280	280	280	70	330

THE HIGHEST CONCENTRATION OF 9.5000 UG/M\*\*3 OCCURRED AT RECEPTOR 23.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord  
CO

RUN: Exit 14 NB Ft Eddy 2035 Build PM

DATE : 3/ 2/18  
TIME : 11:29: 1

The MODE flag has been set for calculating concentrations for POLLUTANT: CO

SITE & METEOROLOGICAL VARIABLES

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

PPM

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
(G/MI)	(FT)	(FT)	(VEH)								
1.3	1.0	56.0	0.0	1. N Leg App - FreeFlow*	-20.0	0.0	80.0	470.0	481.	12. AG	812.
100.0	0.0	56.0	0.56	2. N Leg App - Queue	-2.9	80.5	21.7	196.1	118.	12. AG	9.
0.8	0.0	44.0	0.0	3. N Leg Dep - FreeFlow*	30.0	0.0	120.0	460.0	469.	11. AG	1036.
0.7	0.0	72.0	0.0	4. S Leg App - FreeFlow*	30.0	0.0	-70.0	-450.0	461.	193. AG	847.
0.7	0.0	51.0	0.0	5. S Leg App - FF #2	-70.0	-450.0	-70.0	-820.0	370.	180. AG	847.
1.0	0.0	56.0	0.0	6. E Leg App - FreeFlow*	0.0	20.0	980.0	10.0	980.	91. AG	1397.
100.0	0.0	56.0	1.52	7. E Leg App - Queue	73.7	19.2	1967.2	-0.1	1894.	91. AG	11.
1.0	0.0	47.0	0.0	8. E Leg Dep - FreeFlow*	0.0	-10.0	980.0	-40.0	980.	92. AG	1573.
1.3	0.0	68.0	0.0	9. W Leg App - FreeFlow*	0.0	-10.0	-430.0	-110.0	441.	257. AG	1266.
100.0	0.0	68.0	0.55	10. W Leg App - Queue	0.0	-10.0	-122.9	-38.6	126.	257. AG	11.
1.0	0.0	78.0	0.0	11. W Leg Dep - FreeFlow*	-10.0	40.0	-440.0	-50.0	439.	258. AG	1713.
1.3	0.0	40.0	0.0	12. N Leg App - FF #2	80.0	470.0	0.0	980.0	516.	351. AG	812.
0.8	0.0	52.0	0.0	13. N Leg Dep - FF #2	120.0	460.0	30.0	990.0	538.	350. AG	1036.
0.7	0.0	36.0	0.0	14. S Leg App - FF #3	-70.0	-820.0	-40.0	-970.0	153.	169. AG	847.
0.8	22.0	80.0	0.0	15. I93 NB N Leg - FF	-270.0	-40.0	-420.0	940.0	991.	351. BR	4380.
0.8	22.0	80.0	0.0	16. I 93 NB S Leg - FF	-270.0	-40.0	-60.0	-1030.0	1012.	168. BR	4380.
0.8	22.0	95.0	0.0	17. I 93 SB N Leg - FF	-350.0	-50.0	-500.0	940.0	1001.	351. BR	4000.
0.8	22.0	95.0	0.0	18. I 93 SB S Leg - FF	-350.0	-50.0	-120.0	-1040.0	1016.	167. BR	4000.

DATE : 3/ 2/18  
 TIME : 11:29: 1

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 ADDITIONAL QUEUE LINK PARAMETERS  
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ARRIVAL RATE	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
3	2. N Leg App - Queue	*	120	80	2.0	812	1600	1.75	2
3	7. E Leg App - Queue	*	120	93	2.0	1397	1600	1.75	2
3	10. W Leg App - Queue	*	120	73	2.0	1266	1600	1.75	2

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 RECEPTOR LOCATIONS  
 -----

RECEPTOR	* *	X	Y	Z	* *
1. N Leg, E Side-Corner	*	80.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	80.0	140.0	5.9	*
3. N Leg, E Side - 50 m	*	100.0	230.0	5.9	*
4. N Leg, E Side-Midblk	*	130.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-50.0	60.0	5.9	*
6. N Leg, W Side - 25 m	*	-20.0	170.0	5.9	*
7. N Leg, W Side - 50 m	*	0.0	250.0	5.9	*
8. N Leg, W Side-Midblk	*	40.0	500.0	5.9	*
9. S Leg, E Side-Corner	*	60.0	-50.0	5.9	*
10. S Leg, E Side - 25 m	*	30.0	-180.0	5.9	*
11. S Leg, E Side - 50 m	*	10.0	-240.0	5.9	*
12. S Leg, E Side-Midblk	*	-40.0	-510.0	5.9	*
13. S Leg, W Side-Corner	*	-30.0	-60.0	5.9	*
14. S Leg, W Side - 25 m	*	-50.0	-160.0	5.9	*
15. S Leg, W Side - 50 m	*	-70.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	-110.0	-490.0	5.9	*
17. E Leg, N Side - 25 m	*	170.0	50.0	5.9	*
18. E Leg, N Side - 50 m	*	250.0	40.0	5.9	*
19. E Leg, N Side-Midblk	*	490.0	30.0	5.9	*
20. W Leg, N Side - 25 m	*	-130.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-210.0	40.0	5.9	*
22. E Leg, S Side - 25 m	*	170.0	-40.0	5.9	*
23. E Leg, S Side - 50 m	*	250.0	-40.0	5.9	*
24. E Leg, S Side-Midblk	*	490.0	-50.0	5.9	*
25. W Leg, S Side - 25 m	*	-110.0	-80.0	5.9	*
26. W Leg, S Side - 50 m	*	-190.0	-90.0	5.9	*





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

WIND ANGLE RANGE: 10.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26
10.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
20.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000
30.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000
40.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.1000
50.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.1000
60.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.1000
70.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.1000
80.	*	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000
90.	*	0.0000	0.1000	0.2000	0.2000	0.0000	0.1000	0.1000	0.1000	0.1000	0.0000	0.0000
100.	*	0.0000	0.2000	0.2000	0.2000	0.1000	0.1000	0.0000	0.1000	0.0000	0.0000	0.0000
110.	*	0.0000	0.2000	0.2000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
120.	*	0.0000	0.1000	0.2000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
130.	*	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
140.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
150.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
160.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
170.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000
180.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000
190.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000
200.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000
210.	*	0.1000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000
220.	*	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
230.	*	0.0000	0.0000	0.1000	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
240.	*	0.0000	0.1000	0.1000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
250.	*	0.0000	0.1000	0.2000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
260.	*	0.0000	0.0000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000
270.	*	0.0000	0.0000	0.1000	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000
280.	*	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.1000
290.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.1000
300.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.1000
310.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.0000	0.1000
320.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.0000	0.1000
330.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.1000	0.0000	0.0000	0.1000
340.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000
350.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000
360.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000
MAX DEGR.	*	0.1000	0.2000	0.2000	0.2000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.2000
	*	180	100	90	80	100	90	40	40	40	40	350

THE HIGHEST CONCENTRATION OF 0.2000 PPM OCCURRED AT RECEPTOR 19.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface



PAGE 1

JOB: Bow Concord  
 pm2.5

RUN: Exit 14 NB Ft Eddy 2035 Build PM

DATE : 3/ 2/18  
 TIME : 11:50:29

The MODE flag has been set for calculating concentrations for POLLUTANT: PM2.5

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
(G/MI)	(FT)	(FT)	(VEH)	*	*	*	*	*	*	*	
0.0	1.0	56.0	0.0	0.0	-20.0	0.0	80.0	470.0	481.	12. AG	812.
100.0	0.0	56.0	0.56	6.0	-2.9	80.5	21.7	196.1	118.	12. AG	0.
0.0	0.0	44.0	0.0	0.0	30.0	0.0	120.0	460.0	469.	11. AG	1036.
0.0	0.0	72.0	0.0	0.0	30.0	0.0	-70.0	-450.0	461.	193. AG	847.
0.0	0.0	51.0	0.0	0.0	-70.0	-450.0	-70.0	-820.0	370.	180. AG	847.
0.0	0.0	56.0	0.0	0.0	0.0	20.0	980.0	10.0	980.	91. AG	1397.
100.0	0.0	56.0	1.52	96.2	73.7	19.2	1967.2	-0.1	1894.	91. AG	0.
0.0	0.0	47.0	0.0	0.0	0.0	-10.0	980.0	-40.0	980.	92. AG	1573.
0.0	0.0	68.0	0.0	0.0	0.0	-10.0	-430.0	-110.0	441.	257. AG	1266.
100.0	0.0	68.0	0.55	6.4	0.0	-10.0	-122.9	-38.6	126.	257. AG	0.
0.0	0.0	78.0	0.0	0.0	-10.0	40.0	-440.0	-50.0	439.	258. AG	1713.
0.0	0.0	40.0	0.0	0.0	80.0	470.0	0.0	980.0	516.	351. AG	812.
0.0	0.0	52.0	0.0	0.0	120.0	460.0	30.0	990.0	538.	350. AG	1036.
0.0	0.0	36.0	0.0	0.0	-70.0	-820.0	-40.0	-970.0	153.	169. AG	847.
0.0	22.0	80.0	0.0	0.0	-270.0	-40.0	-420.0	940.0	991.	351. BR	4380.
0.0	22.0	80.0	0.0	0.0	-270.0	-40.0	-60.0	-1030.0	1012.	168. BR	4380.
0.0	22.0	95.0	0.0	0.0	-350.0	-50.0	-500.0	940.0	1001.	351. BR	4000.
0.0	22.0	95.0	0.0	0.0	-350.0	-50.0	-120.0	-1040.0	1016.	167. BR	4000.

DATE : 3/ 2/18  
 TIME : 11:50:29

3	2. N Leg App - Queue	*	120	80	2.0	812	1600	0.04	2
3	7. E Leg App - Queue	*	120	93	2.0	1397	1600	0.04	2
3	10. W Leg App - Queue	*	120	73	2.0	1266	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
1. N Leg, E Side-Corner	*	80.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	80.0	140.0	5.9	*
3. N Leg, E Side - 50 m	*	100.0	230.0	5.9	*
4. N Leg, E Side-Midblk	*	130.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-50.0	60.0	5.9	*
6. N Leg, W Side - 25 m	*	-20.0	170.0	5.9	*
7. N Leg, W Side - 50 m	*	0.0	250.0	5.9	*
8. N Leg, W Side-Midblk	*	40.0	500.0	5.9	*
9. S Leg, E Side-Corner	*	60.0	-50.0	5.9	*
10. S Leg, E Side - 25 m	*	30.0	-180.0	5.9	*
11. S Leg, E Side - 50 m	*	10.0	-240.0	5.9	*
12. S Leg, E Side-Midblk	*	-40.0	-510.0	5.9	*
13. S Leg, W Side-Corner	*	-30.0	-60.0	5.9	*
14. S Leg, W Side - 25 m	*	-50.0	-160.0	5.9	*
15. S Leg, W Side - 50 m	*	-70.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	-110.0	-490.0	5.9	*
17. E Leg, N Side - 25 m	*	170.0	50.0	5.9	*
18. E Leg, N Side - 50 m	*	250.0	40.0	5.9	*
19. E Leg, N Side-Midblk	*	490.0	30.0	5.9	*
20. W Leg, N Side - 25 m	*	-130.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-210.0	40.0	5.9	*
22. E Leg, S Side - 25 m	*	170.0	-40.0	5.9	*
23. E Leg, S Side - 50 m	*	250.0	-40.0	5.9	*
24. E Leg, S Side-Midblk	*	490.0	-50.0	5.9	*
25. W Leg, S Side - 25 m	*	-110.0	-80.0	5.9	*
26. W Leg, S Side - 50 m	*	-190.0	-90.0	5.9	*

MODEL RESULTS  
 -----

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

WIND ANGLE RANGE: 10.-360.

WIND ANGLE (DEGR)*	* CONCENTRATION (UG/M**3)											
	1	2	3	4	5	6	7	8	9	10	11	12
10.	0.4000	0.8000	0.6000	0.4000	0.6000	0.2000	0.4000	0.5000	1.6000	1.2000	1.2000	0.8000
20.	0.1000	0.4000	0.3000	0.2000	0.7000	0.5000	0.5000	0.5000	1.4000	0.9000	0.8000	0.5000
30.	0.0000	0.2000	0.1000	0.1000	0.9000	0.7000	0.5000	0.5000	1.4000	0.7000	0.8000	0.3000
40.	0.0000	0.1000	0.1000	0.1000	1.1000	0.8000	0.5000	0.5000	1.5000	0.7000	0.7000	0.3000
50.	0.0000	0.1000	0.0000	0.1000	1.1000	0.8000	0.5000	0.5000	1.6000	0.7000	0.7000	0.3000
60.	0.0000	0.0000	0.0000	0.1000	1.2000	0.9000	0.5000	0.4000	1.7000	0.8000	0.7000	0.3000
70.	0.1000	0.0000	0.0000	0.1000	1.2000	1.0000	0.5000	0.4000	2.0000	0.7000	0.5000	0.1000
80.	0.6000	0.1000	0.0000	0.1000	1.4000	1.1000	0.5000	0.4000	1.9000	0.6000	0.4000	0.1000
90.	1.9000	1.0000	0.7000	0.0000	2.0000	1.4000	0.6000	0.4000	1.4000	0.2000	0.1000	0.0000
100.	2.2000	0.8000	0.4000	0.1000	2.6000	1.6000	0.9000	0.4000	0.6000	0.0000	0.0000	0.0000
110.	2.4000	1.1000	0.6000	0.2000	2.3000	2.0000	1.1000	0.5000	0.1000	0.0000	0.0000	0.0000
120.	2.1000	1.0000	0.7000	0.3000	2.0000	1.9000	1.2000	0.8000	0.0000	0.0000	0.0000	0.0000
130.	1.8000	1.0000	0.7000	0.4000	1.8000	1.7000	1.1000	0.8000	0.0000	0.0000	0.0000	0.0000
140.	1.7000	0.9000	0.6000	0.5000	1.5000	1.7000	1.2000	0.7000	0.0000	0.0000	0.0000	0.0000
150.	1.6000	0.9000	0.6000	0.5000	1.6000	1.6000	1.3000	0.7000	0.0000	0.0000	0.1000	0.0000
160.	1.5000	0.9000	0.6000	0.7000	1.8000	1.6000	1.3000	0.8000	0.0000	0.0000	0.1000	0.1000
170.	1.5000	0.9000	0.7000	0.9000	1.9000	1.6000	1.2000	0.8000	0.1000	0.1000	0.1000	0.1000
180.	1.6000	1.1000	0.9000	1.2000	2.0000	1.7000	1.6000	0.9000	0.2000	0.3000	0.4000	0.4000
190.	1.8000	1.5000	1.3000	1.7000	2.0000	1.4000	1.3000	0.9000	0.6000	0.7000	0.8000	0.8000
200.	1.9000	1.9000	1.8000	2.0000	2.0000	1.2000	1.1000	0.4000	0.9000	1.0000	1.0000	1.0000
210.	2.1000	2.0000	1.9000	1.5000	1.9000	1.0000	0.8000	0.5000	1.0000	1.0000	1.1000	1.1000
220.	2.0000	2.0000	1.8000	1.4000	2.0000	0.9000	0.6000	0.3000	0.8000	0.9000	1.0000	1.0000
230.	2.2000	1.8000	1.9000	1.0000	1.9000	0.8000	0.6000	0.3000	0.8000	0.9000	0.9000	0.9000
240.	2.4000	2.0000	1.6000	0.9000	1.7000	0.8000	0.4000	0.3000	0.7000	0.8000	0.9000	0.9000
250.	2.3000	1.7000	1.1000	0.8000	1.8000	0.4000	0.3000	0.3000	0.9000	0.8000	0.8000	0.8000
260.	1.8000	1.5000	1.0000	0.8000	1.4000	0.4000	0.3000	0.3000	1.2000	0.8000	0.8000	0.8000
270.	1.4000	1.3000	0.9000	0.8000	1.0000	0.4000	0.3000	0.3000	2.0000	0.9000	0.8000	0.8000
280.	1.1000	1.3000	0.8000	0.8000	0.7000	0.3000	0.3000	0.3000	2.0000	0.9000	0.9000	0.9000
290.	1.1000	1.3000	0.9000	0.8000	0.6000	0.4000	0.4000	0.3000	2.1000	1.2000	0.9000	0.9000
300.	1.1000	1.3000	0.9000	0.8000	0.5000	0.4000	0.4000	0.2000	2.2000	1.2000	1.3000	1.3000
310.	1.2000	1.2000	0.9000	0.8000	0.5000	0.4000	0.4000	0.2000	2.2000	1.3000	1.3000	1.3000
320.	1.2000	1.2000	0.8000	0.8000	0.6000	0.3000	0.3000	0.1000	2.1000	1.4000	1.3000	1.3000
360.	2.1000	1.0000	0.9000	1.4000	2.1000	1.0000	0.9000	0.9000	1.4000	1.4000	1.3000	1.3000



PAGE 4  
JOB: Bow Concord  
pm2.5

RUN: Exit 14 NB Ft Eddy 2035 Build PM

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

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord  
pm10

RUN: Exit 14 NB Ft Eddy 2035 Build PM

DATE : 3/ 2/18  
TIME : 11:56:48

The MODE flag has been set for calculating concentrations for POLLUTANT: PM-10

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0  
UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
(G/MI)	(FT)	(FT)	(VEH)	*	*	*	*	*	*	*	
0.0	1.0	56.0	0.0	0.0	-20.0	0.0	80.0	470.0	481.	12. AG	812.
100.0	0.0	56.0	0.56	6.0	-2.9	80.5	21.7	196.1	118.	12. AG	0.
0.1	0.0	44.0	0.0	0.0	30.0	0.0	120.0	460.0	469.	11. AG	1036.
0.1	0.0	72.0	0.0	0.0	30.0	0.0	-70.0	-450.0	461.	193. AG	847.
0.1	0.0	51.0	0.0	0.0	-70.0	-450.0	-70.0	-820.0	370.	180. AG	847.
0.1	0.0	56.0	0.0	0.0	0.0	20.0	980.0	10.0	980.	91. AG	1397.
100.0	0.0	56.0	1.52	96.2	73.7	19.2	1967.2	-0.1	1894.	91. AG	0.
0.1	0.0	47.0	0.0	0.0	0.0	-10.0	980.0	-40.0	980.	92. AG	1573.
0.1	0.0	68.0	0.0	0.0	0.0	-10.0	-430.0	-110.0	441.	257. AG	1266.
100.0	0.0	68.0	0.55	6.4	0.0	-10.0	-122.9	-38.6	126.	257. AG	0.
0.1	0.0	78.0	0.0	0.0	-10.0	40.0	-440.0	-50.0	439.	258. AG	1713.
0.0	0.0	40.0	0.0	0.0	80.0	470.0	0.0	980.0	516.	351. AG	812.
0.1	0.0	52.0	0.0	0.0	120.0	460.0	30.0	990.0	538.	350. AG	1036.
0.1	0.0	36.0	0.0	0.0	-70.0	-820.0	-40.0	-970.0	153.	169. AG	847.
0.0	22.0	80.0	0.0	0.0	-270.0	-40.0	-420.0	940.0	991.	351. BR	4380.
0.0	22.0	80.0	0.0	0.0	-270.0	-40.0	-60.0	-1030.0	1012.	168. BR	4380.
0.0	22.0	95.0	0.0	0.0	-350.0	-50.0	-500.0	940.0	1001.	351. BR	4000.
0.0	22.0	95.0	0.0	0.0	-350.0	-50.0	-120.0	-1040.0	1016.	167. BR	4000.

DATE : 3/ 2/18  
 TIME : 11:56:48

3	2. N Leg App - Queue	*	120	80	2.0	812	1600	0.04	2
3	7. E Leg App - Queue	*	120	93	2.0	1397	1600	0.04	2
3	10. W Leg App - Queue	*	120	73	2.0	1266	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
1. N Leg, E Side-Corner	*	80.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	80.0	140.0	5.9	*
3. N Leg, E Side - 50 m	*	100.0	230.0	5.9	*
4. N Leg, E Side-Midblk	*	130.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-50.0	60.0	5.9	*
6. N Leg, W Side - 25 m	*	-20.0	170.0	5.9	*
7. N Leg, W Side - 50 m	*	0.0	250.0	5.9	*
8. N Leg, W Side-Midblk	*	40.0	500.0	5.9	*
9. S Leg, E Side-Corner	*	60.0	-50.0	5.9	*
10. S Leg, E Side - 25 m	*	30.0	-180.0	5.9	*
11. S Leg, E Side - 50 m	*	10.0	-240.0	5.9	*
12. S Leg, E Side-Midblk	*	-40.0	-510.0	5.9	*
13. S Leg, W Side-Corner	*	-30.0	-60.0	5.9	*
14. S Leg, W Side - 25 m	*	-50.0	-160.0	5.9	*
15. S Leg, W Side - 50 m	*	-70.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	-110.0	-490.0	5.9	*
17. E Leg, N Side - 25 m	*	170.0	50.0	5.9	*
18. E Leg, N Side - 50 m	*	250.0	40.0	5.9	*
19. E Leg, N Side-Midblk	*	490.0	30.0	5.9	*
20. W Leg, N Side - 25 m	*	-130.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-210.0	40.0	5.9	*
22. E Leg, S Side - 25 m	*	170.0	-40.0	5.9	*
23. E Leg, S Side - 50 m	*	250.0	-40.0	5.9	*
24. E Leg, S Side-Midblk	*	490.0	-50.0	5.9	*
25. W Leg, S Side - 25 m	*	-110.0	-80.0	5.9	*
26. W Leg, S Side - 50 m	*	-190.0	-90.0	5.9	*







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

WIND ANGLE RANGE: 10.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (UG/M**3)										
	16	17	18	19	20	21	22	23	24	25	26
10.	4.700	0.300	0.200	0.800	0.800	0.400	6.700	6.500	6.200	6.300	5.400
20.	5.300	0.000	0.300	0.700	1.400	0.900	6.200	6.300	6.100	7.100	6.000
30.	4.900	0.100	0.500	0.800	1.900	1.200	6.500	6.600	6.300	7.600	6.700
40.	4.500	0.200	0.600	1.000	2.100	1.200	7.100	7.200	6.800	7.400	7.200
50.	4.300	0.300	0.800	1.300	2.200	1.600	7.600	7.900	7.400	7.400	7.400
60.	3.900	0.400	1.100	2.000	3.000	2.000	8.500	8.800	8.200	7.300	7.600
70.	3.200	1.000	2.300	3.600	4.400	3.400	9.400	9.700	8.800	7.500	7.700
80.	2.600	2.900	4.900	6.400	6.900	6.500	9.800	10.200	8.800	6.700	6.900
90.	2.400	6.300	8.700	9.300	9.800	9.400	8.000	8.500	6.800	4.600	4.300
100.	2.300	8.900	10.500	10.600	11.400	10.600	4.200	4.700	3.600	2.400	2.200
110.	2.300	9.100	10.300	10.300	10.800	9.100	1.500	1.900	1.400	1.500	1.300
120.	2.500	8.100	9.000	9.100	9.300	7.700	0.600	0.800	0.600	1.400	1.100
130.	2.600	7.200	8.200	7.800	8.000	6.800	0.400	0.500	0.400	1.300	1.100
140.	2.800	6.700	7.200	6.900	7.200	6.300	0.300	0.400	0.300	1.300	1.100
150.	3.300	6.100	6.600	6.500	7.000	6.200	0.200	0.300	0.200	1.500	1.100
160.	3.900	5.800	6.400	6.200	7.500	7.100	0.100	0.200	0.100	1.600	2.100
170.	4.600	5.900	6.400	6.000	8.000	8.500	0.000	0.000	0.000	2.400	3.100
180.	4.700	6.400	6.300	6.000	8.300	8.700	0.200	0.000	0.000	2.900	3.800
190.	3.900	6.900	6.900	6.000	8.100	8.500	0.900	0.400	0.000	2.700	3.600
200.	3.200	7.700	7.700	6.400	8.100	8.500	1.700	1.200	0.100	2.300	3.200
210.	2.600	8.400	8.300	7.000	8.200	8.500	2.400	1.900	0.700	2.200	2.800
220.	2.300	9.000	9.000	7.800	8.800	8.600	2.700	2.100	1.400	2.000	2.600
230.	2.200	9.600	9.700	8.800	9.200	8.700	2.500	2.300	1.400	1.900	2.600
240.	2.100	10.500	11.000	10.300	9.400	8.200	2.600	2.400	1.700	2.000	2.700
250.	1.900	11.400	11.900	11.500	8.700	7.100	3.500	3.400	2.400	2.800	3.500
260.	1.900	10.800	12.300	12.700	6.800	5.200	5.800	5.900	4.600	4.200	4.900
270.	1.900	8.200	10.600	12.000	4.500	3.500	8.800	9.100	8.100	5.800	6.300
280.	2.100	5.000	7.100	8.500	3.100	2.800	10.800	11.400	10.700	6.800	7.500
290.	2.200	3.400	4.200	5.200	2.600	2.600	11.000	11.800	10.900	7.200	7.900
300.	2.500	3.100	3.100	3.500	2.500	2.800	10.900	10.800	9.800	7.200	8.000
310.	3.000	2.900	2.700	2.500	2.600	2.900	10.100	10.000	8.900	7.000	7.700
320.	3.800	2.600	2.200	2.100	2.600	3.200	9.500	9.000	7.800	7.000	8.000
330.	4.800	2.000	2.100	1.500	2.300	3.400	8.700	8.100	7.100	6.900	8.100
340.	4.600	1.900	1.700	1.100	1.600	3.000	7.900	7.600	6.400	6.700	8.100
350.	3.700	1.700	1.100	0.900	0.700	1.800	7.800	7.400	6.200	5.900	7.100
360.	3.700	1.100	0.400	0.900	0.400	0.800	7.600	7.000	6.400	5.500	5.600
MAX DEGR.	5.300	11.400	12.300	12.700	11.400	10.600	11.000	11.800	10.900	7.600	8.100
	20	250	260	260	100	100	290	290	290	30	330

THE HIGHEST CONCENTRATION OF 12.700 UG/M\*\*3 OCCURRED AT RECEPTOR 19.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 14 SB 2035 Build AM co

DATE : 3/ 1/18  
 TIME : 11:32:45

The MODE flag has been set for calculating concentrations for POLLUTANT: CO

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
(G/MI)	(FT)	(FT)	(VEH)								
0.7	1. N Leg App - FreeFlow*	0.0	43.7		0.0	0.0	-110.0	990.0	996.	354. AG	267.
100.0	2. N Leg App - Queue	0.0	24.0	2.51	47.7				939.	354. AG	9.
0.8	3. S Leg Dep - FreeFlow*	0.0	43.7		0.0	0.0	250.0	-970.0	1002.	166. AG	831.
1.1	4. E Leg App - FreeFlow*	0.0	67.7		0.0	30.0	440.0	100.0	446.	81. AG	1706.
100.0	5. E Leg App - Queue	0.0	48.0	0.37	3.5				70.	81. AG	5.
1.1	6. E Leg Dep - FreeFlow*	0.0	55.7		10.0	-30.0	450.0	60.0	449.	78. AG	1279.
0.7	7. W Leg App - FreeFlow*	0.0	55.7		10.0	-30.0	-900.0	-160.0	919.	262. AG	1428.
100.0	8. W Leg App - Queue	0.0	36.0	0.64	7.9				156.	262. AG	7.
1.5	9. W Leg Dep - FreeFlow*	0.0	67.7		0.0	30.0	-900.0	-130.0	914.	260. AG	1291.
0.8	10. I93 NB N Leg - FF	22.0	62.0		170.0	30.0	20.0	1010.0	991.	351. BR	4380.
0.8	11. I93 NB S Leg - FF	22.0	62.0		170.0	30.0	380.0	-940.0	992.	168. BR	4380.
0.8	12. I93 SB N Leg - FF	22.0	62.0		90.0	20.0	-70.0	1010.0	1003.	351. BR	4000.
0.8	13. I93 SB S Leg - FF	22.0	62.0		90.0	20.0	310.0	-970.0	1014.	167. BR	4000.

DATE : 3/ 1/18  
 TIME : 11:32:45

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 ADDITIONAL QUEUE LINK PARAMETERS  
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ARRIVAL RATE	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
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3	2. N Leg App - Queue	* 120	112	2.0	267	1600	1.74	2
3	5. E Leg App - Queue	* 120	30	2.0	1706	1600	1.74	2
3	8. W Leg App - Queue	* 120	60	2.0	1428	1600	1.74	2

-----  
 RECEPTOR LOCATIONS  
 -----

RECEPTOR	* X	COORDINATES (FT) Y	Z	*
1. N Leg, E Side-Corner	* 20.0	60.0	5.9	*
2. N Leg, E Side - 25 m	* 0.0	160.0	5.9	*
3. N Leg, E Side - 50 m	* -10.0	240.0	5.9	*
4. N Leg, E Side-Midblk	* -40.0	500.0	5.9	*
5. N Leg, W Side-Corner	* -40.0	50.0	5.9	*
6. N Leg, W Side - 25 m	* -50.0	150.0	5.9	*
7. N Leg, W Side - 50 m	* -60.0	230.0	5.9	*
8. N Leg, W Side-Midblk	* -90.0	490.0	5.9	*
9. S Leg, E Side-Corner	* 50.0	-60.0	5.9	*
10. S Leg, E Side - 25 m	* 60.0	-140.0	5.9	*
11. S Leg, E Side - 50 m	* 80.0	-220.0	5.9	*
12. S Leg, E Side-Midblk	* 140.0	-480.0	5.9	*
13. S Leg, W Side-Corner	* -20.0	-70.0	5.9	*
14. S Leg, W Side - 25 m	* 10.0	-150.0	5.9	*
15. S Leg, W Side - 50 m	* 30.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	* 90.0	-500.0	5.9	*
17. E Leg, N Side - 25 m	* 130.0	90.0	5.9	*
18. E Leg, N Side - 50 m	* 230.0	100.0	5.9	*
19. E Leg, N Side-Midblk	* 339.7	115.6	5.9	*
20. W Leg, N Side - 25 m	* -120.0	50.0	5.9	*
21. W Leg, N Side - 50 m	* -240.0	10.0	5.9	*
22. W Leg, N Side-Midblk	* -460.0	-30.0	5.9	*
23. E Leg, S Side - 25 m	* 160.0	-40.0	5.9	*
24. E Leg, S Side - 50 m	* 260.0	-20.0	5.9	*
25. E Leg, S Side-Midblk	* 359.2	7.3	5.9	*
26. W Leg, S Side - 25 m	* -120.0	-100.0	5.9	*
27. W Leg, S Side - 50 m	* -210.0	-100.0	5.9	*
28. W Leg, S Side-Midblk	* -440.0	-120.0	5.9	*

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

WIND ANGLE RANGE: 10.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11
12	13	14	15									
10.	*	0.1000	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
0.1000		0.0000	0.0000	0.0000								
20.	*	0.1000	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000
0.1000		0.0000	0.0000	0.0000	0.0000							
30.	*	0.1000	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
40.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
50.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
60.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
70.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
80.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
90.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
100.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
110.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
120.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
130.	*	0.1000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.1000	0.1000
0.1000		0.0000	0.0000	0.0000	0.0000							
140.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.1000	0.1000
0.1000		0.0000	0.0000	0.0000	0.0000							
150.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.1000	0.1000
0.1000		0.0000	0.0000	0.0000	0.0000							
160.	*	0.2000	0.1000	0.0000	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.1000	0.1000
0.1000		0.0000	0.0000	0.0000	0.0000							
170.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
180.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
190.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
200.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
210.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
220.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
230.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
240.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
250.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
260.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
270.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
280.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
290.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
300.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
310.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
320.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							
330.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000		0.0000	0.0000	0.0000	0.0000							







340.	*	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.0000
0.0000		0.0000										
350.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.0000
0.0000		0.0000										
360.	*	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000
0.0000		0.0000										

-----\*

MAX	*	0.0000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000	0.2000	0.1000	0.1000	0.0000
0.0000		0.1000										
DEGR.	*	10	170	180	90	100	70	70	170	180	270	10
70												10

THE HIGHEST CONCENTRATION OF 0.3000 PPM OCCURRED AT RECEPTOR 17.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 14 SB 2035 Build AM pm2.5

DATE : 3/ 1/18  
 TIME : 11:36:24

The MODE flag has been set for calculating concentrations for POLLUTANT: PM2.5

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0  
 UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
0.0	1.0	43.7			0.0	0.0	-110.0	990.0	996.	354.	AG 267.
100.0	0.0	24.0	2.51	47.7	-7.1	63.9	-110.8	996.9	939.	354.	AG 0.
0.0	0.0	43.7			0.0	0.0	250.0	-970.0	1002.	166.	AG 831.
0.0	4.0	67.7			0.0	30.0	440.0	100.0	446.	81.	AG 1706.
100.0	0.0	48.0	0.37	3.5	25.5	34.1	94.5	45.1	70.	81.	AG 0.
0.0	0.0	55.7			10.0	-30.0	450.0	60.0	449.	78.	AG 1279.
0.0	0.0	55.7			10.0	-30.0	-900.0	-160.0	919.	262.	AG 1428.
100.0	0.0	36.0	0.64	7.9	-7.7	-32.5	-162.2	-54.6	156.	262.	AG 0.
0.0	0.0	67.7			0.0	30.0	-900.0	-130.0	914.	260.	AG 1291.
0.0	22.0	62.0			170.0	30.0	20.0	1010.0	991.	351.	BR 4380.
0.0	22.0	62.0			170.0	30.0	380.0	-940.0	992.	168.	BR 4380.
0.0	22.0	62.0			90.0	20.0	-70.0	1010.0	1003.	351.	BR 4000.
0.0	22.0	62.0			90.0	20.0	310.0	-970.0	1014.	167.	BR 4000.

DATE : 3/ 1/18  
 TIME : 11:36:24

3	2. N Leg App - Queue	*	120	112	2.0	267	1600	0.04	2
3	5. E Leg App - Queue	*	120	30	2.0	1706	1600	0.04	2
3	8. W Leg App - Queue	*	120	60	2.0	1428	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
1. N Leg, E Side-Corner	*	20.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	0.0	160.0	5.9	*
3. N Leg, E Side - 50 m	*	-10.0	240.0	5.9	*
4. N Leg, E Side-Midblk	*	-40.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-40.0	50.0	5.9	*
6. N Leg, W Side - 25 m	*	-50.0	150.0	5.9	*
7. N Leg, W Side - 50 m	*	-60.0	230.0	5.9	*
8. N Leg, W Side-Midblk	*	-90.0	490.0	5.9	*
9. S Leg, E Side-Corner	*	50.0	-60.0	5.9	*
10. S Leg, E Side - 25 m	*	60.0	-140.0	5.9	*
11. S Leg, E Side - 50 m	*	80.0	-220.0	5.9	*
12. S Leg, E Side-Midblk	*	140.0	-480.0	5.9	*
13. S Leg, W Side-Corner	*	-20.0	-70.0	5.9	*
14. S Leg, W Side - 25 m	*	10.0	-150.0	5.9	*
15. S Leg, W Side - 50 m	*	30.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	90.0	-500.0	5.9	*
17. E Leg, N Side - 25 m	*	130.0	90.0	5.9	*
18. E Leg, N Side - 50 m	*	230.0	100.0	5.9	*
19. E Leg, N Side-Midblk	*	339.7	115.6	5.9	*
20. W Leg, N Side - 25 m	*	-120.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-240.0	10.0	5.9	*
22. W Leg, N Side-Midblk	*	-460.0	-30.0	5.9	*
23. E Leg, S Side - 25 m	*	160.0	-40.0	5.9	*
24. E Leg, S Side - 50 m	*	260.0	-20.0	5.9	*
25. E Leg, S Side-Midblk	*	359.2	7.3	5.9	*
26. W Leg, S Side - 25 m	*	-120.0	-100.0	5.9	*
27. W Leg, S Side - 50 m	*	-210.0	-100.0	5.9	*
28. W Leg, S Side-Midblk	*	-440.0	-120.0	5.9	*









340.	*	0.6000	1.5000	1.1000	0.3000	0.0000	0.1000	0.1000	2.5000	1.9000	1.5000	1.3000	
1.0000		1.2000											
350.	*	1.1000	1.6000	0.6000	0.1000	0.2000	0.1000	0.1000	2.6000	1.4000	1.2000	1.4000	
1.0000		1.2000											
360.	*	1.6000	1.3000	0.2000	0.0000	0.5000	0.3000	0.1000	2.2000	1.0000	1.0000	1.8000	
1.2000		1.2000											
-----													
MAX	*	1.6000	2.6000	2.5000	2.5000	2.0000	2.3000	2.1000	2.6000	2.2000	2.1000	2.3000	
2.2000		2.3000											
DEGR.	*	360	170	250	250	130	100	100	350	280	270	30	70
70													

THE HIGHEST CONCENTRATION OF 2.8000 UG/M\*\*3 OCCURRED AT RECEPTOR 13.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 14 SB 2035 Build AM pm10

DATE : 3/ 1/18  
 TIME : 11:40:30

The MODE flag has been set for calculating concentrations for POLLUTANT: PM-10

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0  
 UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
0.1	1.0	43.7		N Leg App - FreeFlow*	0.0	0.0	-110.0	990.0	996.	354. AG	267.
100.0	0.0	24.0	2.51	N Leg App - Queue	-7.1	63.9	-110.8	996.9	939.	354. AG	0.
0.1	0.0	43.7		S Leg Dep - FreeFlow*	0.0	0.0	250.0	-970.0	1002.	166. AG	831.
0.1	0.0	43.7		E Leg App - FreeFlow*	0.0	30.0	440.0	100.0	446.	81. AG	1706.
100.0	0.0	48.0	0.37	E Leg App - Queue	25.5	34.1	94.5	45.1	70.	81. AG	0.
0.1	0.0	55.7		E Leg Dep - FreeFlow*	10.0	-30.0	450.0	60.0	449.	78. AG	1279.
0.1	0.0	55.7		W Leg App - FreeFlow*	10.0	-30.0	-900.0	-160.0	919.	262. AG	1428.
100.0	0.0	36.0	0.64	W Leg App - Queue	-7.7	-32.5	-162.2	-54.6	156.	262. AG	0.
0.1	0.0	67.7		W Leg Dep - FreeFlow*	0.0	30.0	-900.0	-130.0	914.	260. AG	1291.
0.0	22.0	62.0		I93 NB N Leg - FF	170.0	30.0	20.0	1010.0	991.	351. BR	4380.
0.0	22.0	62.0		I93 NB S Leg - FF	170.0	30.0	380.0	-940.0	992.	168. BR	4380.
0.0	22.0	62.0		I93 SB N Leg - FF	90.0	20.0	-70.0	1010.0	1003.	351. BR	4000.
0.0	22.0	62.0		I93 SB S Leg - FF	90.0	20.0	310.0	-970.0	1014.	167. BR	4000.

DATE : 3/ 1/18  
 TIME : 11:40:30

3	2. N Leg App - Queue	*	120	112	2.0	267	1600	0.05	2
3	5. E Leg App - Queue	*	120	30	2.0	1706	1600	0.05	2
3	8. W Leg App - Queue	*	120	60	2.0	1428	1600	0.05	2

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
1. N Leg, E Side-Corner	*	20.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	0.0	160.0	5.9	*
3. N Leg, E Side - 50 m	*	-10.0	240.0	5.9	*
4. N Leg, E Side-Midblk	*	-40.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-40.0	50.0	5.9	*
6. N Leg, W Side - 25 m	*	-50.0	150.0	5.9	*
7. N Leg, W Side - 50 m	*	-60.0	230.0	5.9	*
8. N Leg, W Side-Midblk	*	-90.0	490.0	5.9	*
9. S Leg, E Side-Corner	*	50.0	-60.0	5.9	*
10. S Leg, E Side - 25 m	*	60.0	-140.0	5.9	*
11. S Leg, E Side - 50 m	*	80.0	-220.0	5.9	*
12. S Leg, E Side-Midblk	*	140.0	-480.0	5.9	*
13. S Leg, W Side-Corner	*	-20.0	-70.0	5.9	*
14. S Leg, W Side - 25 m	*	10.0	-150.0	5.9	*
15. S Leg, W Side - 50 m	*	30.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	90.0	-500.0	5.9	*
17. E Leg, N Side - 25 m	*	130.0	90.0	5.9	*
18. E Leg, N Side - 50 m	*	230.0	100.0	5.9	*
19. E Leg, N Side-Midblk	*	339.7	115.6	5.9	*
20. W Leg, N Side - 25 m	*	-120.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-240.0	10.0	5.9	*
22. W Leg, N Side-Midblk	*	-460.0	-30.0	5.9	*
23. E Leg, S Side - 25 m	*	160.0	-40.0	5.9	*
24. E Leg, S Side - 50 m	*	260.0	-20.0	5.9	*
25. E Leg, S Side-Midblk	*	359.2	7.3	5.9	*
26. W Leg, S Side - 25 m	*	-120.0	-100.0	5.9	*
27. W Leg, S Side - 50 m	*	-210.0	-100.0	5.9	*
28. W Leg, S Side-Midblk	*	-440.0	-120.0	5.9	*







340.	*	3.100	5.400	4.100	1.500	0.000	0.200	0.200	10.700	8.700	7.000	5.600	
5.900		6.700											
350.	*	5.300	6.100	2.400	0.500	0.500	0.300	0.300	11.500	7.000	5.900	6.100	
6.200		7.000											
360.	*	7.500	5.400	0.800	0.100	1.400	0.700	0.200	10.200	5.400	5.200	7.000	
6.600		6.900											
-----													
MAX	*	7.500	11.900	12.300	12.100	8.700	9.600	9.900	11.500	10.000	10.500	9.700	
11.000		13.300											
DEGR.	*	360	170	250	250	140	100	90	350	270	270	60	60
70													

THE HIGHEST CONCENTRATION OF 13.300 UG/M\*\*3 OCCURRED AT RECEPTOR 28.



\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 14 SB 2035 Build PM pm2.5

DATE : 3/ 1/18  
 TIME : 11:18:55

The MODE flag has been set for calculating concentrations for POLLUTANT: CO

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
(G/MI)	(FT)	(FT)	(VEH)								
0.7	1. N Leg App - FreeFlow*	0.0	43.7		0.0	0.0	-110.0	990.0	996.	354. AG	267.
100.0	2. N Leg App - Queue *	0.0	24.0	2.51	47.7	-7.1	63.9	-110.8	939.	354. AG	6.
0.8	3. S Leg Dep - FreeFlow*	0.0	43.7		0.0	0.0	250.0	-970.0	1002.	166. AG	831.
1.1	4. E Leg App - FreeFlow*	0.0	67.7		0.0	30.0	440.0	100.0	446.	81. AG	1706.
100.0	5. E Leg App - Queue *	0.0	48.0	0.37	3.5	25.5	34.1	94.5	70.	81. AG	5.
1.1	6. E Leg Dep - FreeFlow*	0.0	55.7		10.0	-30.0	450.0	60.0	449.	78. AG	1279.
0.7	7. W Leg App - FreeFlow*	0.0	55.7		10.0	-30.0	-900.0	-160.0	919.	262. AG	1428.
100.0	8. W Leg App - Queue *	0.0	36.0	0.64	7.9	-7.7	-32.5	-162.2	156.	262. AG	7.
1.6	9. W Leg Dep - FreeFlow*	0.0	67.7		0.0	30.0	-900.0	-130.0	914.	260. AG	1291.
0.8	10. I93 NB N Leg - FF *	22.0	62.0		170.0	30.0	20.0	1010.0	991.	351. BR	4380.
0.8	11. I93 NB S Leg - FF *	22.0	62.0		170.0	30.0	380.0	-940.0	992.	168. BR	4380.
0.8	12. I93 SB N Leg - FF *	22.0	62.0		90.0	20.0	-70.0	1010.0	1003.	351. BR	4000.
0.8	13. I93 SB S Leg - FF *	22.0	62.0		90.0	20.0	310.0	-970.0	1014.	167. BR	4000.

DATE : 3/ 1/18  
 TIME : 11:18:55

-----  
 ADDITIONAL QUEUE LINK PARAMETERS  
 -----

ARRIVAL RATE	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
--------------	------------------	----------------------	----------------	---------------------------	--------------------	----------------------------	---------------------	-------------

3	2. N Leg App - Queue	* 120	112	2.0	267	1600	1.18	2
3	5. E Leg App - Queue	* 120	30	2.0	1706	1600	1.75	2
3	8. W Leg App - Queue	* 120	60	2.0	1428	1600	1.75	2

-----  
 RECEPTOR LOCATIONS  
 -----

RECEPTOR	* X	COORDINATES (FT) Y	Z	*
1. N Leg, E Side-Corner	* 20.0	60.0	5.9	*
2. N Leg, E Side - 25 m	* 0.0	160.0	5.9	*
3. N Leg, E Side - 50 m	* -10.0	240.0	5.9	*
4. N Leg, E Side-Midblk	* -40.0	500.0	5.9	*
5. N Leg, W Side-Corner	* -40.0	50.0	5.9	*
6. N Leg, W Side - 25 m	* -50.0	150.0	5.9	*
7. N Leg, W Side - 50 m	* -60.0	230.0	5.9	*
8. N Leg, W Side-Midblk	* -90.0	490.0	5.9	*
9. S Leg, E Side-Corner	* 50.0	-60.0	5.9	*
10. S Leg, E Side - 25 m	* 60.0	-140.0	5.9	*
11. S Leg, E Side - 50 m	* 80.0	-220.0	5.9	*
12. S Leg, E Side-Midblk	* 140.0	-480.0	5.9	*
13. S Leg, W Side-Corner	* -20.0	-70.0	5.9	*
14. S Leg, W Side - 25 m	* 10.0	-150.0	5.9	*
15. S Leg, W Side - 50 m	* 30.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	* 90.0	-500.0	5.9	*
17. E Leg, N Side - 25 m	* 130.0	90.0	5.9	*
18. E Leg, N Side - 50 m	* 230.0	100.0	5.9	*
19. E Leg, N Side-Midblk	* 339.7	115.6	5.9	*
20. W Leg, N Side - 25 m	* -120.0	50.0	5.9	*
21. W Leg, N Side - 50 m	* -240.0	10.0	5.9	*
22. W Leg, N Side-Midblk	* -460.0	-30.0	5.9	*
23. E Leg, S Side - 25 m	* 160.0	-40.0	5.9	*
24. E Leg, S Side - 50 m	* 260.0	-20.0	5.9	*
25. E Leg, S Side-Midblk	* 359.2	7.3	5.9	*
26. W Leg, S Side - 25 m	* -120.0	-100.0	5.9	*
27. W Leg, S Side - 50 m	* -210.0	-100.0	5.9	*
28. W Leg, S Side-Midblk	* -440.0	-120.0	5.9	*







340.	*	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.0000
0.0000		0.0000										
350.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.0000
0.0000		0.0000										
360.	*	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000
0.0000		0.0000										

-----\*

MAX	*	0.0000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000	0.2000	0.1000	0.1000	0.0000
0.0000		0.1000										
DEGR.	*	10	170	170	90	100	70	70	170	180	270	10
70												10

THE HIGHEST CONCENTRATION OF 0.3000 PPM OCCURRED AT RECEPTOR 17.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface



PAGE 1

JOB: Bow Concord

RUN: Exit 14 SB 2035 Build PM pm2.5

DATE : 3/ 1/18  
 TIME : 11:11:26

The MODE flag has been set for calculating concentrations for POLLUTANT: PM2.5

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0  
 UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
0.0	1.0	43.7		N Leg App - FreeFlow*	0.0	0.0	-110.0	990.0	996.	354.	AG 267.
100.0	0.0	24.0	2.51	N Leg App - Queue	-7.1	63.9	-110.8	996.9	939.	354.	AG 0.
0.0	0.0	43.7		S Leg Dep - FreeFlow*	0.0	0.0	250.0	-970.0	1002.	166.	AG 831.
0.0	0.0	67.7		E Leg App - FreeFlow*	0.0	30.0	440.0	100.0	446.	81.	AG 1706.
100.0	0.0	48.0	0.37	E Leg App - Queue	25.5	34.1	94.5	45.1	70.	81.	AG 0.
0.0	0.0	55.7		E Leg Dep - FreeFlow*	10.0	-30.0	450.0	60.0	449.	78.	AG 1279.
0.0	0.0	55.7		W Leg App - FreeFlow*	10.0	-30.0	-900.0	-160.0	919.	262.	AG 1428.
100.0	0.0	36.0	0.64	W Leg App - Queue	-7.7	-32.5	-162.2	-54.6	156.	262.	AG 0.
0.0	0.0	67.7		W Leg Dep - FreeFlow*	0.0	30.0	-900.0	-130.0	914.	260.	AG 1291.
0.0	22.0	62.0		I93 NB N Leg - FF	170.0	30.0	20.0	1010.0	991.	351.	BR 4380.
0.0	22.0	62.0		I93 NB S Leg - FF	170.0	30.0	380.0	-940.0	992.	168.	BR 4380.
0.0	22.0	62.0		I93 SB N Leg - FF	90.0	20.0	-70.0	1010.0	1003.	351.	BR 4000.
0.0	22.0	62.0		I93 SB S Leg - FF	90.0	20.0	310.0	-970.0	1014.	167.	BR 4000.

DATE : 3/ 1/18  
 TIME : 11:11:26

3	2. N Leg App - Queue	*	120	112	2.0	267	1600	0.04	2
3	5. E Leg App - Queue	*	120	30	2.0	1706	1600	0.04	2
3	8. W Leg App - Queue	*	120	60	2.0	1428	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
1. N Leg, E Side-Corner	*	20.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	0.0	160.0	5.9	*
3. N Leg, E Side - 50 m	*	-10.0	240.0	5.9	*
4. N Leg, E Side-Midblk	*	-40.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-40.0	50.0	5.9	*
6. N Leg, W Side - 25 m	*	-50.0	150.0	5.9	*
7. N Leg, W Side - 50 m	*	-60.0	230.0	5.9	*
8. N Leg, W Side-Midblk	*	-90.0	490.0	5.9	*
9. S Leg, E Side-Corner	*	50.0	-60.0	5.9	*
10. S Leg, E Side - 25 m	*	60.0	-140.0	5.9	*
11. S Leg, E Side - 50 m	*	80.0	-220.0	5.9	*
12. S Leg, E Side-Midblk	*	140.0	-480.0	5.9	*
13. S Leg, W Side-Corner	*	-20.0	-70.0	5.9	*
14. S Leg, W Side - 25 m	*	10.0	-150.0	5.9	*
15. S Leg, W Side - 50 m	*	30.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	90.0	-500.0	5.9	*
17. E Leg, N Side - 25 m	*	130.0	90.0	5.9	*
18. E Leg, N Side - 50 m	*	230.0	100.0	5.9	*
19. E Leg, N Side-Midblk	*	339.7	115.6	5.9	*
20. W Leg, N Side - 25 m	*	-120.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-240.0	10.0	5.9	*
22. W Leg, N Side-Midblk	*	-460.0	-30.0	5.9	*
23. E Leg, S Side - 25 m	*	160.0	-40.0	5.9	*
24. E Leg, S Side - 50 m	*	260.0	-20.0	5.9	*
25. E Leg, S Side-Midblk	*	359.2	7.3	5.9	*
26. W Leg, S Side - 25 m	*	-120.0	-100.0	5.9	*
27. W Leg, S Side - 50 m	*	-210.0	-100.0	5.9	*
28. W Leg, S Side-Midblk	*	-440.0	-120.0	5.9	*







340.	*	0.6000	1.3000	1.0000	0.3000	0.0000	0.0000	0.1000	2.2000	1.8000	1.2000	1.2000
0.9000		1.1000										
350.	*	1.0000	1.4000	0.5000	0.1000	0.1000	0.1000	0.1000	2.5000	1.4000	1.0000	1.3000
1.0000		1.2000										
360.	*	1.5000	1.2000	0.2000	0.0000	0.4000	0.1000	0.1000	2.0000	0.9000	0.9000	1.6000
1.2000		1.2000										
-----												
MAX	*	1.5000	2.5000	2.4000	2.3000	1.9000	2.0000	1.9000	2.5000	2.0000	1.9000	2.0000
2.1000		2.1000										
DEGR.	*	10	170	240	250	90	90	90	350	280	270	20
70												70

THE HIGHEST CONCENTRATION OF 2.6000 UG/M\*\*3 OCCURRED AT RECEPTOR 13.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 14 SB 2035 Build PM pm10

DATE : 3/ 1/18  
 TIME : 11:25:34

The MODE flag has been set for calculating concentrations for POLLUTANT: PM-10

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0  
 UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
0.1	1.0	43.7		N Leg App - FreeFlow*	0.0	0.0	-110.0	990.0	996.	354.	AG 267.
100.0	0.0	24.0	2.51	N Leg App - Queue	-7.1	63.9	-110.8	996.9	939.	354.	AG 0.
0.1	0.0	43.7		S Leg Dep - FreeFlow*	0.0	0.0	250.0	-970.0	1002.	166.	AG 831.
0.1	0.0	67.7		E Leg App - FreeFlow*	0.0	30.0	440.0	100.0	446.	81.	AG 1706.
100.0	0.0	48.0	0.37	E Leg App - Queue	25.5	34.1	94.5	45.1	70.	81.	AG 0.
0.1	0.0	55.7		E Leg Dep - FreeFlow*	10.0	-30.0	450.0	60.0	449.	78.	AG 1279.
0.1	0.0	55.7		W Leg App - FreeFlow*	10.0	-30.0	-900.0	-160.0	919.	262.	AG 1428.
100.0	0.0	36.0	0.64	W Leg App - Queue	-7.7	-32.5	-162.2	-54.6	156.	262.	AG 0.
0.0	0.0	67.7		W Leg Dep - FreeFlow*	0.0	30.0	-900.0	-130.0	914.	260.	AG 1291.
0.0	22.0	62.0		I93 NB N Leg - FF	170.0	30.0	20.0	1010.0	991.	351.	BR 4380.
0.0	22.0	62.0		I93 NB S Leg - FF	170.0	30.0	380.0	-940.0	992.	168.	BR 4380.
0.0	22.0	62.0		I93 SB N Leg - FF	90.0	20.0	-70.0	1010.0	1003.	351.	BR 4000.
0.0	22.0	62.0		I93 SB S Leg - FF	90.0	20.0	310.0	-970.0	1014.	167.	BR 4000.



DATE : 3/ 1/18  
 TIME : 11:25:34

3	2. N Leg App - Queue	*	120	112	2.0	267	1600	0.04	2
3	5. E Leg App - Queue	*	120	30	2.0	1706	1600	0.04	2
3	8. W Leg App - Queue	*	120	60	2.0	1428	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT)			*
		X	Y	Z	
1. N Leg, E Side-Corner	*	20.0	60.0	5.9	*
2. N Leg, E Side - 25 m	*	0.0	160.0	5.9	*
3. N Leg, E Side - 50 m	*	-10.0	240.0	5.9	*
4. N Leg, E Side-Midblk	*	-40.0	500.0	5.9	*
5. N Leg, W Side-Corner	*	-40.0	50.0	5.9	*
6. N Leg, W Side - 25 m	*	-50.0	150.0	5.9	*
7. N Leg, W Side - 50 m	*	-60.0	230.0	5.9	*
8. N Leg, W Side-Midblk	*	-90.0	490.0	5.9	*
9. S Leg, E Side-Corner	*	50.0	-60.0	5.9	*
10. S Leg, E Side - 25 m	*	60.0	-140.0	5.9	*
11. S Leg, E Side - 50 m	*	80.0	-220.0	5.9	*
12. S Leg, E Side-Midblk	*	140.0	-480.0	5.9	*
13. S Leg, W Side-Corner	*	-20.0	-70.0	5.9	*
14. S Leg, W Side - 25 m	*	10.0	-150.0	5.9	*
15. S Leg, W Side - 50 m	*	30.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	*	90.0	-500.0	5.9	*
17. E Leg, N Side - 25 m	*	130.0	90.0	5.9	*
18. E Leg, N Side - 50 m	*	230.0	100.0	5.9	*
19. E Leg, N Side-Midblk	*	339.7	115.6	5.9	*
20. W Leg, N Side - 25 m	*	-120.0	50.0	5.9	*
21. W Leg, N Side - 50 m	*	-240.0	10.0	5.9	*
22. W Leg, N Side-Midblk	*	-460.0	-30.0	5.9	*
23. E Leg, S Side - 25 m	*	160.0	-40.0	5.9	*
24. E Leg, S Side - 50 m	*	260.0	-20.0	5.9	*
25. E Leg, S Side-Midblk	*	359.2	7.3	5.9	*
26. W Leg, S Side - 25 m	*	-120.0	-100.0	5.9	*
27. W Leg, S Side - 50 m	*	-210.0	-100.0	5.9	*
28. W Leg, S Side-Midblk	*	-440.0	-120.0	5.9	*







340.	*	2.900	5.000	3.900	1.400	0.000	0.200	0.200	10.000	8.200	6.600	5.100	
5.500		6.400											
350.	*	5.100	5.700	2.300	0.500	0.500	0.300	0.300	10.700	6.700	5.600	5.800	
5.800		6.700											
360.	*	7.300	5.000	0.800	0.100	1.400	0.700	0.200	9.600	5.200	5.000	6.600	
6.200		6.500											
-----													
MAX	*	7.300	11.400	11.500	11.200	8.200	9.000	9.400	10.700	9.500	9.700	9.100	
10.400		12.500											
DEGR.	*	360	170	250	250	140	100	90	350	270	270	60	60
70													

THE HIGHEST CONCENTRATION OF 12.500 UG/M\*\*3 OCCURRED AT RECEPTOR 28.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 13 SPUI 2035 Build AM pm2.5

DATE : 3/ 7/18  
 TIME : 8:53:11

The MODE flag has been set for calculating concentrations for POLLUTANT: PM2.5

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM  
 U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0  
 UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH	
	H	W	V/C	QUEUE	X1	Y1	X2	Y2				
0.0	1.0	0.0	41.7	N Leg App - FreeFlow*	-81.0	-29.0	-423.0	910.0	999.	340.	AG	385.
100.0	0.0	22.0	1.50	N Leg App - Queue	-127.2	98.0	-394.2	830.9	780.	340.	AG	0.
0.0	0.0	41.7	39.6	N Leg Dep - FreeFlow*	81.0	29.0	-261.0	969.0	1000.	340.	AG	87.
0.0	4.0	0.0	41.7	S Leg App - FreeFlow*	81.0	29.0	423.0	-910.0	999.	160.	AG	359.
100.0	0.0	22.0	1.40	S Leg App - Queue	127.2	-98.0	346.9	-701.1	642.	160.	AG	0.
0.0	0.0	41.7	32.6	S Leg Dep - FreeFlow*	-81.0	-29.0	261.0	-969.0	1000.	160.	AG	319.
0.0	7.0	0.0	52.7	E Leg App - FreeFlow*	0.0	20.0	982.0	-189.0	1004.	102.	AG	907.
100.0	0.0	33.0	0.34	E Leg App - Queue	196.8	-21.8	258.2	-34.9	63.	102.	AG	0.
0.0	9.0	0.0	52.7	E Leg Dep - FreeFlow*	0.0	-20.0	974.0	-227.0	996.	102.	AG	947.
0.0	10.0	0.0	52.7	W Leg App - FreeFlow*	0.0	-20.0	-612.0	110.0	626.	282.	AG	509.
100.0	0.0	33.0	0.19	W Leg App - Queue	-196.8	21.8	-231.2	29.1	35.	282.	AG	0.
0.0	12.0	0.0	52.7	W Leg Dep - FreeFlow*	0.0	20.0	-604.0	148.0	617.	282.	AG	1522.
0.0	13.0	0.0	36.0	N Leg SLIP- FreeFlow*	121.0	29.0	-221.0	969.0	1000.	340.	AG	280.
0.0	14.0	0.0	32.0	SELeg SLIP-FreeFlow *	210.0	-300.0	400.0	-110.0	269.	45.	AG	715.
0.0	15.0	0.0	32.0	SWLeg SLIP-FreeFlow *	-140.0	-29.0	240.0	-969.0	1014.	158.	AG	165.
0.0	16.0	22.0	56.0	I 93 NB	-306.8	951.8	377.2	-926.1	1999.	160.	BR	3863.
0.0	17.0	22.0	56.0	I 93 SB	-377.2	926.1	306.8	-951.8	1999.	160.	BR	3304.

DATE : 3/ 7/18  
 TIME : 8:53:11

3	2. N Leg App - Queue	*	100	82	8.0	385	1600	0.04	2
3	5. S Leg App - Queue	*	100	82	8.0	359	1600	0.04	2
3	8. E Leg App - Queue	*	100	38	4.0	907	1600	0.04	2
3	11. W Leg App - Queue	*	100	38	4.0	509	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)		
	X	Y	Z
1. N Leg, E Side-Corner	104.9	24.7	5.9
2. N Leg, E Side - 25 m	80.2	92.4	5.9
3. N Leg, E Side - 50 m	52.2	169.5	5.9
4. N Leg, E Side-Midblk	-62.7	485.2	5.9
5. N Leg, W Side-Corner	-142.0	77.2	5.9
6. N Leg, W Side - 25 m	-166.6	144.9	5.9
7. N Leg, W Side - 50 m	-194.7	222.0	5.9
8. N Leg, W Side-Midblk	-309.6	537.7	5.9
9. S Leg, E Side-Corner	142.0	-77.2	5.9
10. S Leg, E Side - 25 m	166.6	-144.9	5.9
11. S Leg, E Side - 50 m	194.7	-222.0	5.9
12. S Leg, E Side-Midblk	309.6	-537.7	5.9
13. S Leg, W Side-Corner	-104.9	-24.7	5.9
14. S Leg, W Side - 25 m	-80.2	-92.4	5.9
15. S Leg, W Side - 50 m	-52.2	-169.5	5.9
16. S Leg, W Side-Midblk	62.7	-485.2	5.9
17. E Leg, N Side - 25 m	175.3	9.8	5.9
18. E Leg, N Side - 50 m	255.5	-7.3	5.9
19. E Leg, N Side-Midblk	491.7	-57.5	5.9
20. W Leg, N Side - 25 m	-212.4	92.2	5.9
21. W Leg, N Side - 50 m	-292.6	109.2	5.9
22. W Leg, N Side-Midblk	-528.8	159.4	5.9
23. E Leg, S Side - 25 m	212.4	-92.2	5.9
24. E Leg, S Side - 50 m	292.6	-109.2	5.9
25. E Leg, S Side-Midblk	528.8	-159.4	5.9
26. W Leg, S Side - 25 m	-175.3	-9.8	5.9
27. W Leg, S Side - 50 m	-255.5	7.3	5.9
28. W Leg, S Side-Midblk	-491.7	57.5	5.9









340.	*	1.0000	0.2000	0.1000	0.0000	0.4000	0.0000	0.0000	1.2000	0.9000	0.7000	1.2000	
0.8000		0.7000											
350.	*	1.4000	0.0000	0.0000	0.0000	0.7000	0.3000	0.0000	0.8000	0.7000	0.7000	1.3000	
0.9000		0.6000											
360.	*	1.4000	0.0000	0.0000	0.0000	0.9000	0.6000	0.0000	0.9000	0.7000	0.7000	1.5000	
1.3000		0.6000											
-----													
MAX	*	1.4000	1.8000	2.0000	1.3000	2.1000	2.1000	1.7000	1.8000	1.8000	1.5000	1.6000	
1.7000		1.3000											
DEGR.	*	350	190	190	230	110	110	110	300	300	290	10	60
90													

THE HIGHEST CONCENTRATION OF 2.5000 UG/M\*\*3 OCCURRED AT RECEPTOR 5.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 13 SPUI 2035 Build AM pm10

DATE : 3/ 7/18  
 TIME : 9: 5:33

The MODE flag has been set for calculating concentrations for POLLUTANT: PM-10

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM  
 U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0  
 UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH	
	H	W	V/C	QUEUE	X1	Y1	X2	Y2				
0.1	1.0	0.0	41.7	N Leg App - FreeFlow*	-81.0	-29.0	-423.0	910.0	999.	340.	AG	385.
100.0	0.0	22.0	1.50	N Leg App - Queue	-127.2	98.0	-394.2	830.9	780.	340.	AG	0.
0.1	0.0	41.7	39.6	N Leg Dep - FreeFlow*	81.0	29.0	-261.0	969.0	1000.	340.	AG	87.
0.1	4.0	0.0	41.7	S Leg App - FreeFlow*	81.0	29.0	423.0	-910.0	999.	160.	AG	359.
100.0	0.0	22.0	1.40	S Leg App - Queue	127.2	-98.0	346.9	-701.1	642.	160.	AG	0.
0.1	0.0	41.7	32.6	S Leg Dep - FreeFlow*	-81.0	-29.0	261.0	-969.0	1000.	160.	AG	319.
0.1	0.0	52.7	3.2	E Leg App - FreeFlow*	0.0	20.0	982.0	-189.0	1004.	102.	AG	907.
100.0	0.0	33.0	0.34	E Leg App - Queue	196.8	-21.8	258.2	-34.9	63.	102.	AG	0.
0.1	0.0	52.7	1.8	E Leg Dep - FreeFlow*	0.0	-20.0	974.0	-227.0	996.	102.	AG	947.
0.1	0.0	52.7	1.8	W Leg App - FreeFlow*	0.0	-20.0	-612.0	110.0	626.	282.	AG	509.
100.0	0.0	33.0	0.19	W Leg App - Queue	-196.8	21.8	-231.2	29.1	35.	282.	AG	0.
0.1	0.0	52.7	1.8	W Leg Dep - FreeFlow*	0.0	20.0	-604.0	148.0	617.	282.	AG	1522.
0.1	0.0	36.0	1.8	N Leg SLIP- FreeFlow*	121.0	29.0	-221.0	969.0	1000.	340.	AG	280.
0.1	0.0	32.0	1.8	SELeg SLIP-FreeFlow *	210.0	-300.0	400.0	-110.0	269.	45.	AG	715.
0.1	0.0	32.0	1.8	SWLeg SLIP-FreeFlow *	-140.0	-29.0	240.0	-969.0	1014.	158.	AG	165.
0.0	22.0	56.0	1.8	I 93 NB	-306.8	951.8	377.2	-926.1	1999.	160.	BR	3863.
0.0	22.0	56.0	1.8	I 93 SB	-377.2	926.1	306.8	-951.8	1999.	160.	BR	3304.

DATE : 3/ 7/18  
 TIME : 9: 5:33

3	2. N Leg App - Queue	*	100	82	8.0	385	1600	0.05	2
3	5. S Leg App - Queue	*	100	82	8.0	359	1600	0.05	2
3	8. E Leg App - Queue	*	100	38	4.0	907	1600	0.05	2
3	11. W Leg App - Queue	*	100	38	4.0	509	1600	0.05	2

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. N Leg, E Side-Corner	104.9	24.7	5.9
2. N Leg, E Side - 25 m	80.2	92.4	5.9
3. N Leg, E Side - 50 m	52.2	169.5	5.9
4. N Leg, E Side-Midblk	-62.7	485.2	5.9
5. N Leg, W Side-Corner	-142.0	77.2	5.9
6. N Leg, W Side - 25 m	-166.6	144.9	5.9
7. N Leg, W Side - 50 m	-194.7	222.0	5.9
8. N Leg, W Side-Midblk	-309.6	537.7	5.9
9. S Leg, E Side-Corner	142.0	-77.2	5.9
10. S Leg, E Side - 25 m	166.6	-144.9	5.9
11. S Leg, E Side - 50 m	194.7	-222.0	5.9
12. S Leg, E Side-Midblk	309.6	-537.7	5.9
13. S Leg, W Side-Corner	-104.9	-24.7	5.9
14. S Leg, W Side - 25 m	-80.2	-92.4	5.9
15. S Leg, W Side - 50 m	-52.2	-169.5	5.9
16. S Leg, W Side-Midblk	62.7	-485.2	5.9
17. E Leg, N Side - 25 m	175.3	9.8	5.9
18. E Leg, N Side - 50 m	255.5	-7.3	5.9
19. E Leg, N Side-Midblk	491.7	-57.5	5.9
20. W Leg, N Side - 25 m	-212.4	92.2	5.9
21. W Leg, N Side - 50 m	-292.6	109.2	5.9
22. W Leg, N Side-Midblk	-528.8	159.4	5.9
23. E Leg, S Side - 25 m	212.4	-92.2	5.9
24. E Leg, S Side - 50 m	292.6	-109.2	5.9
25. E Leg, S Side-Midblk	528.8	-159.4	5.9
26. W Leg, S Side - 25 m	-175.3	-9.8	5.9
27. W Leg, S Side - 50 m	-255.5	7.3	5.9
28. W Leg, S Side-Midblk	-491.7	57.5	5.9









340.	*	4.500	1.400	0.600	0.200	1.300	0.500	0.300	5.100	4.400	3.800	4.900
4.100		3.700										
350.	*	5.700	0.400	0.100	0.100	2.100	1.000	0.100	4.100	3.600	3.600	5.800
4.700		3.600										
360.	*	5.400	0.000	0.000	0.000	3.000	1.700	0.200	3.700	3.500	3.600	6.500
5.500		3.800										
-----												
MAX	*	5.700	8.500	8.200	7.600	10.500	9.800	9.400	8.500	8.000	7.200	7.400
7.000		6.400										
DEGR.	*	350	270	270	270	120	110	110	300	300	300	90
90												90

THE HIGHEST CONCENTRATION OF 11.700 UG/M\*\*3 OCCURRED AT RECEPTOR 5.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 13 SPUI 2035 Build PM CO

DATE : 3/ 7/18  
 TIME : 9:41:34

The MODE flag has been set for calculating concentrations for POLLUTANT: CO

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
(G/MI)	(FT)	(FT)	(VEH)	*	*	*	*	*	*	*	*
1.0	1.0	0.0	41.7	N Leg App - FreeFlow*	-81.0	-29.0	-423.0	910.0	999.	340.	AG 391.
100.0	0.0	22.0	0.81	N Leg App - Queue *	-127.2	98.0	-162.5	194.7	103.	340.	AG 7.
1.0	0.0	41.7		N Leg Dep - FreeFlow*	81.0	29.0	-261.0	969.0	1000.	340.	AG 375.
1.0	0.0	41.7		S Leg App - FreeFlow*	81.0	29.0	423.0	-910.0	999.	160.	AG 199.
100.0	0.0	22.0	0.41	S Leg App - Queue *	127.2	-98.0	144.3	-144.8	50.	160.	AG 7.
1.3	0.0	41.7		S Leg Dep - FreeFlow*	-81.0	-29.0	261.0	-969.0	1000.	160.	AG 894.
0.8	0.0	52.7		E Leg App - FreeFlow*	0.0	20.0	982.0	-189.0	1004.	102.	AG 1525.
100.0	0.0	33.0	0.68	E Leg App - Queue *	196.8	-21.8	354.4	-55.4	161.	102.	AG 7.
1.2	0.0	52.7		E Leg Dep - FreeFlow*	0.0	-20.0	974.0	-227.0	996.	102.	AG 1527.
1.1	0.0	52.7		W Leg App - FreeFlow*	0.0	-20.0	-612.0	110.0	626.	282.	AG 971.
100.0	0.0	33.0	0.43	W Leg App - Queue *	-196.8	21.8	-297.0	43.1	102.	282.	AG 7.
1.0	0.0	52.7		W Leg Dep - FreeFlow*	0.0	20.0	-604.0	148.0	617.	282.	AG 830.
1.0	0.0	36.0		N Leg SLIP- FreeFlow*	121.0	29.0	-221.0	969.0	1000.	340.	AG 383.
1.9	0.0	32.0		SELeg SLIP-FreeFlow *	210.0	-300.0	400.0	-110.0	269.	45.	AG 541.
1.1	0.0	32.0		SWLeg SLIP-FreeFlow *	-140.0	-29.0	240.0	-969.0	1014.	158.	AG 311.
0.8	22.0	56.0		I 93 NB *	-306.8	951.8	377.2	-926.1	1999.	160.	BR 4380.
0.8	22.0	56.0		I 93 SB *	-377.2	926.1	306.8	-951.8	1999.	160.	BR 4000.

DATE : 3/ 7/18  
 TIME : 9:41:34

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 ADDITIONAL QUEUE LINK PARAMETERS  
 -----

ARRIVAL RATE	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
3	2. N Leg App - Queue	* 120	92	8.0	391	1600	1.75	2
3	5. S Leg App - Queue	* 120	92	8.0	199	1600	1.75	2
3	8. E Leg App - Queue	* 120	58	4.0	1525	1600	1.75	2
3	11. W Leg App - Queue	* 120	58	4.0	971	1600	1.75	2

-----  
 RECEPTOR LOCATIONS  
 -----

RECEPTOR	* X	COORDINATES (FT) Y	Z	* 5.9
1. N Leg, E Side-Corner	* 104.9	24.7	5.9	*
2. N Leg, E Side - 25 m	* 80.2	92.4	5.9	*
3. N Leg, E Side - 50 m	* 52.2	169.5	5.9	*
4. N Leg, E Side-Midblk	* -62.7	485.2	5.9	*
5. N Leg, W Side-Corner	* -142.0	77.2	5.9	*
6. N Leg, W Side - 25 m	* -166.6	144.9	5.9	*
7. N Leg, W Side - 50 m	* -194.7	222.0	5.9	*
8. N Leg, W Side-Midblk	* -309.6	537.7	5.9	*
9. S Leg, E Side-Corner	* 142.0	-77.2	5.9	*
10. S Leg, E Side - 25 m	* 166.6	-144.9	5.9	*
11. S Leg, E Side - 50 m	* 194.7	-222.0	5.9	*
12. S Leg, E Side-Midblk	* 309.6	-537.7	5.9	*
13. S Leg, W Side-Corner	* -104.9	-24.7	5.9	*
14. S Leg, W Side - 25 m	* -80.2	-92.4	5.9	*
15. S Leg, W Side - 50 m	* -52.2	-169.5	5.9	*
16. S Leg, W Side-Midblk	* 62.7	-485.2	5.9	*
17. E Leg, N Side - 25 m	* 175.3	9.8	5.9	*
18. E Leg, N Side - 50 m	* 255.5	-7.3	5.9	*
19. E Leg, N Side-Midblk	* 491.7	-57.5	5.9	*
20. W Leg, N Side - 25 m	* -212.4	92.2	5.9	*
21. W Leg, N Side - 50 m	* -292.6	109.2	5.9	*
22. W Leg, N Side-Midblk	* -528.8	159.4	5.9	*
23. E Leg, S Side - 25 m	* 212.4	-92.2	5.9	*
24. E Leg, S Side - 50 m	* 292.6	-109.2	5.9	*
25. E Leg, S Side-Midblk	* 528.8	-159.4	5.9	*
26. W Leg, S Side - 25 m	* -175.3	-9.8	5.9	*
27. W Leg, S Side - 50 m	* -255.5	7.3	5.9	*
28. W Leg, S Side-Midblk	* -491.7	57.5	5.9	*









340.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000
0.0000		0.0000										
350.	*	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000
0.0000		0.0000										
360.	*	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.0000
0.0000		0.0000										

---

MAX	*	0.2000	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.2000	0.1000	0.1000	0.1000
0.1000		0.1000										
DEGR.	*	10	100	100	110	10	10	10	320	10	10	290
80												290

THE HIGHEST CONCENTRATION OF 0.2000 PPM OCCURRED AT RECEPTOR 15.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 13 SPUI 2035 Build PM pm2.5

DATE : 3/ 7/18  
 TIME : 9:36: 5

The MODE flag has been set for calculating concentrations for POLLUTANT: PM2.5

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM  
 U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0  
 UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH	
	H	W	V/C	QUEUE	X1	Y1	X2	Y2				
0.0	1.0	0.0	41.7	N Leg App - FreeFlow*	-81.0	-29.0	-423.0	910.0	999.	340.	AG	391.
100.0	0.0	22.0	0.81	N Leg App - Queue	-127.2	98.0	-162.5	194.7	103.	340.	AG	0.
0.0	0.0	41.7		N Leg Dep - FreeFlow*	81.0	29.0	-261.0	969.0	1000.	340.	AG	375.
0.0	0.0	41.7		S Leg App - FreeFlow*	81.0	29.0	423.0	-910.0	999.	160.	AG	199.
100.0	0.0	22.0	0.41	S Leg App - Queue	127.2	-98.0	144.3	-144.8	50.	160.	AG	0.
0.0	0.0	41.7		S Leg Dep - FreeFlow*	-81.0	-29.0	261.0	-969.0	1000.	160.	AG	894.
0.0	0.0	52.7		E Leg App - FreeFlow*	0.0	20.0	982.0	-189.0	1004.	102.	AG	1525.
100.0	0.0	33.0	0.68	E Leg App - Queue	196.8	-21.8	354.4	-55.4	161.	102.	AG	0.
0.0	0.0	52.7		E Leg Dep - FreeFlow*	0.0	-20.0	974.0	-227.0	996.	102.	AG	1527.
0.0	0.0	52.7		W Leg App - FreeFlow*	0.0	-20.0	-612.0	110.0	626.	282.	AG	971.
100.0	0.0	33.0	0.43	W Leg App - Queue	-196.8	21.8	-297.0	43.1	102.	282.	AG	0.
0.0	0.0	52.7		W Leg Dep - FreeFlow*	0.0	20.0	-604.0	148.0	617.	282.	AG	830.
0.0	0.0	36.0		N Leg SLIP- FreeFlow*	121.0	29.0	-221.0	969.0	1000.	340.	AG	383.
0.0	0.0	32.0		SELeg SLIP-FreeFlow *	210.0	-300.0	400.0	-110.0	269.	45.	AG	541.
0.0	0.0	32.0		SWLeg SLIP-FreeFlow *	-140.0	-29.0	240.0	-969.0	1014.	158.	AG	311.
0.0	22.0	56.0		I 93 NB	-306.8	951.8	377.2	-926.1	1999.	160.	BR	4380.
0.0	22.0	56.0		I 93 SB	-377.2	926.1	306.8	-951.8	1999.	160.	BR	4000.

DATE : 3/ 7/18  
 TIME : 9:36: 5

3	2. N Leg App - Queue	*	120	92	8.0	391	1600	0.04	2
3	5. S Leg App - Queue	*	120	92	8.0	199	1600	0.04	2
3	8. E Leg App - Queue	*	120	58	4.0	1525	1600	0.04	2
3	11. W Leg App - Queue	*	120	58	4.0	971	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)		
	X	Y	Z
1. N Leg, E Side-Corner	104.9	24.7	5.9
2. N Leg, E Side - 25 m	80.2	92.4	5.9
3. N Leg, E Side - 50 m	52.2	169.5	5.9
4. N Leg, E Side-Midblk	-62.7	485.2	5.9
5. N Leg, W Side-Corner	-142.0	77.2	5.9
6. N Leg, W Side - 25 m	-166.6	144.9	5.9
7. N Leg, W Side - 50 m	-194.7	222.0	5.9
8. N Leg, W Side-Midblk	-309.6	537.7	5.9
9. S Leg, E Side-Corner	142.0	-77.2	5.9
10. S Leg, E Side - 25 m	166.6	-144.9	5.9
11. S Leg, E Side - 50 m	194.7	-222.0	5.9
12. S Leg, E Side-Midblk	309.6	-537.7	5.9
13. S Leg, W Side-Corner	-104.9	-24.7	5.9
14. S Leg, W Side - 25 m	-80.2	-92.4	5.9
15. S Leg, W Side - 50 m	-52.2	-169.5	5.9
16. S Leg, W Side-Midblk	62.7	-485.2	5.9
17. E Leg, N Side - 25 m	175.3	9.8	5.9
18. E Leg, N Side - 50 m	255.5	-7.3	5.9
19. E Leg, N Side-Midblk	491.7	-57.5	5.9
20. W Leg, N Side - 25 m	-212.4	92.2	5.9
21. W Leg, N Side - 50 m	-292.6	109.2	5.9
22. W Leg, N Side-Midblk	-528.8	159.4	5.9
23. E Leg, S Side - 25 m	212.4	-92.2	5.9
24. E Leg, S Side - 50 m	292.6	-109.2	5.9
25. E Leg, S Side-Midblk	528.8	-159.4	5.9
26. W Leg, S Side - 25 m	-175.3	-9.8	5.9
27. W Leg, S Side - 50 m	-255.5	7.3	5.9
28. W Leg, S Side-Midblk	-491.7	57.5	5.9









340.	*	1.5000	0.4000	0.1000	0.0000	0.1000	0.0000	0.0000	1.7000	1.5000	1.1000	0.9000	
1.1000		0.6000											
350.	*	1.6000	0.0000	0.0000	0.0000	0.4000	0.2000	0.0000	1.2000	1.3000	1.0000	1.2000	
1.2000		0.6000											
360.	*	1.8000	0.0000	0.0000	0.0000	0.6000	0.4000	0.0000	1.2000	1.3000	1.0000	1.3000	
1.5000		0.6000											
-----													
MAX	*	1.8000	2.2000	2.3000	2.1000	1.8000	1.7000	1.5000	2.1000	2.2000	2.1000	1.8000	
1.9000		1.4000											
DEGR.	*	360	120	260	270	110	120	120	320	300	290	90	80
90													

THE HIGHEST CONCENTRATION OF 2.4000 UG/M\*\*3 OCCURRED AT RECEPTOR 9.

\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 13 SPUI 2035 Build PM pm10

DATE : 3/ 7/18  
 TIME : 9:46: 8

The MODE flag has been set for calculating concentrations for POLLUTANT: PM-10

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0  
 UG/M\*\*3

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH	
	H	W	V/C	QUEUE	X1	Y1	X2	Y2				
0.1	1.0	41.7	0.0	N Leg App - FreeFlow*	-81.0	-29.0	-423.0	910.0	999.	340.	AG	391.
100.0	0.0	22.0	0.81	2. N Leg App - Queue *	-127.2	98.0	-162.5	194.7	103.	340.	AG	0.
0.1	0.0	41.7	0.0	3. N Leg Dep - FreeFlow*	81.0	29.0	-261.0	969.0	1000.	340.	AG	375.
0.1	0.0	41.7	0.0	4. S Leg App - FreeFlow*	81.0	29.0	423.0	-910.0	999.	160.	AG	199.
100.0	0.0	22.0	0.41	5. S Leg App - Queue *	127.2	-98.0	144.3	-144.8	50.	160.	AG	0.
0.1	0.0	41.7	0.0	6. S Leg Dep - FreeFlow*	-81.0	-29.0	261.0	-969.0	1000.	160.	AG	894.
0.1	0.0	52.7	0.0	7. E Leg App - FreeFlow*	0.0	20.0	982.0	-189.0	1004.	102.	AG	1525.
100.0	0.0	33.0	0.68	8. E Leg App - Queue *	196.8	-21.8	354.4	-55.4	161.	102.	AG	0.
0.1	0.0	52.7	0.0	9. E Leg Dep - FreeFlow*	0.0	-20.0	974.0	-227.0	996.	102.	AG	1527.
0.1	0.0	52.7	0.0	10. W Leg App - FreeFlow*	0.0	-20.0	-612.0	110.0	626.	282.	AG	971.
100.0	0.0	33.0	0.43	11. W Leg App - Queue *	-196.8	21.8	-297.0	43.1	102.	282.	AG	0.
0.1	0.0	52.7	0.0	12. W Leg Dep - FreeFlow*	0.0	20.0	-604.0	148.0	617.	282.	AG	830.
0.1	0.0	36.0	0.0	13. N Leg SLIP- FreeFlow*	121.0	29.0	-221.0	969.0	1000.	340.	AG	383.
0.1	0.0	32.0	0.0	14. SELeg SLIP-FreeFlow *	210.0	-300.0	400.0	-110.0	269.	45.	AG	541.
0.1	0.0	32.0	0.0	15. SWLeg SLIP-FreeFlow *	-140.0	-29.0	240.0	-969.0	1014.	158.	AG	311.
0.0	22.0	56.0	0.0	16. I93 NB	-306.8	951.8	377.2	-926.1	1999.	160.	BR	4380.
0.0	22.0	56.0	0.0	17. I 93 SB	-377.2	926.1	306.8	-951.8	1999.	160.	BR	4000.

DATE : 3/ 7/18  
 TIME : 9:46: 8

3	2. N Leg App - Queue	*	120	92	8.0	391	1600	0.04	2
3	5. S Leg App - Queue	*	120	92	8.0	199	1600	0.04	2
3	8. E Leg App - Queue	*	120	58	4.0	1525	1600	0.04	2
3	11. W Leg App - Queue	*	120	58	4.0	971	1600	0.04	2

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)		
	X	Y	Z
1. N Leg, E Side-Corner	104.9	24.7	5.9
2. N Leg, E Side - 25 m	80.2	92.4	5.9
3. N Leg, E Side - 50 m	52.2	169.5	5.9
4. N Leg, E Side-Midblk	-62.7	485.2	5.9
5. N Leg, W Side-Corner	-142.0	77.2	5.9
6. N Leg, W Side - 25 m	-166.6	144.9	5.9
7. N Leg, W Side - 50 m	-194.7	222.0	5.9
8. N Leg, W Side-Midblk	-309.6	537.7	5.9
9. S Leg, E Side-Corner	142.0	-77.2	5.9
10. S Leg, E Side - 25 m	166.6	-144.9	5.9
11. S Leg, E Side - 50 m	194.7	-222.0	5.9
12. S Leg, E Side-Midblk	309.6	-537.7	5.9
13. S Leg, W Side-Corner	-104.9	-24.7	5.9
14. S Leg, W Side - 25 m	-80.2	-92.4	5.9
15. S Leg, W Side - 50 m	-52.2	-169.5	5.9
16. S Leg, W Side-Midblk	62.7	-485.2	5.9
17. E Leg, N Side - 25 m	175.3	9.8	5.9
18. E Leg, N Side - 50 m	255.5	-7.3	5.9
19. E Leg, N Side-Midblk	491.7	-57.5	5.9
20. W Leg, N Side - 25 m	-212.4	92.2	5.9
21. W Leg, N Side - 50 m	-292.6	109.2	5.9
22. W Leg, N Side-Midblk	-528.8	159.4	5.9
23. E Leg, S Side - 25 m	212.4	-92.2	5.9
24. E Leg, S Side - 50 m	292.6	-109.2	5.9
25. E Leg, S Side-Midblk	528.8	-159.4	5.9
26. W Leg, S Side - 25 m	-175.3	-9.8	5.9
27. W Leg, S Side - 50 m	-255.5	7.3	5.9
28. W Leg, S Side-Midblk	-491.7	57.5	5.9







340.	*	6.700	1.800	0.900	0.300	0.900	0.300	0.100	7.500	6.900	5.900	4.600	
4.400		3.400											
350.	*	8.300	0.500	0.100	0.100	2.100	0.900	0.100	6.100	5.800	5.500	5.700	
4.800		3.300											
360.	*	8.100	0.000	0.000	0.000	2.900	1.700	0.100	5.700	5.900	5.600	6.400	
5.700		3.600											
-----													
MAX	*	8.300	10.700	10.900	11.000	9.400	8.400	7.300	10.400	10.300	10.300	9.700	
8.900		7.700											
DEGR.	*	350	270	270	270	110	110	110	300	300	300	90	90
90													

THE HIGHEST CONCENTRATION OF 11.300 UG/M\*\*3 OCCURRED AT RECEPTOR 9.



\*\*\* EPA CAL3QHC Model Run implemented using the FHWA Resource Center CAL3i graphical user interface

PAGE 1

JOB: Bow Concord

RUN: Exit 14 SB 2035 Build AM co

DATE : 3/ 1/18  
 TIME : 11:32:45

The MODE flag has been set for calculating concentrations for POLLUTANT: CO

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S      VD = 0.0 CM/S      Z0 = 175. CM  
 U = 1.0 M/S      CLAS = 4 (D)      ATIM = 60. MINUTES      MIXH = 1000. M      AMB = 0.0

LINK VARIABLES

EF	LINK DESCRIPTION				LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH
	H	W	V/C	QUEUE	X1	Y1	X2	Y2			
(G/MI)	(FT)	(FT)	(VEH)	*	*	*	*	*	*	*	*
0.7	1.0	43.7	N Leg App - FreeFlow*	0.0	0.0	-110.0	990.0	996.	354.	AG	267.
100.0	0.0	24.0	2.51 47.7 N Leg App - Queue *	-7.1	63.9	-110.8	996.9	939.	354.	AG	9.
0.8	0.0	43.7	3. S Leg Dep - FreeFlow*	0.0	0.0	250.0	-970.0	1002.	166.	AG	831.
1.1	0.0	67.7	4. E Leg App - FreeFlow*	0.0	30.0	440.0	100.0	446.	81.	AG	1706.
100.0	0.0	48.0	0.37 3.5 5. E Leg App - Queue *	25.5	34.1	94.5	45.1	70.	81.	AG	5.
1.1	0.0	55.7	6. E Leg Dep - FreeFlow*	10.0	-30.0	450.0	60.0	449.	78.	AG	1279.
0.7	0.0	55.7	7. W Leg App - FreeFlow*	10.0	-30.0	-900.0	-160.0	919.	262.	AG	1428.
100.0	0.0	36.0	0.64 7.9 8. W Leg App - Queue *	-7.7	-32.5	-162.2	-54.6	156.	262.	AG	7.
1.5	0.0	67.7	9. W Leg Dep - FreeFlow*	0.0	30.0	-900.0	-130.0	914.	260.	AG	1291.
0.8	22.0	62.0	10. I93 NB N Leg - FF *	170.0	30.0	20.0	1010.0	991.	351.	BR	4380.
0.8	22.0	62.0	11. I93 NB S Leg - FF *	170.0	30.0	380.0	-940.0	992.	168.	BR	4380.
0.8	22.0	62.0	12. I93 SB N Leg - FF *	90.0	20.0	-70.0	1010.0	1003.	351.	BR	4000.
0.8	22.0	62.0	13. I93 SB S Leg - FF *	90.0	20.0	310.0	-970.0	1014.	167.	BR	4000.

DATE : 3/ 1/18  
 TIME : 11:32:45

-----  
 ADDITIONAL QUEUE LINK PARAMETERS  
 -----

ARRIVAL RATE	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
--------------	------------------	----------------------	----------------	---------------------------	--------------------	----------------------------	---------------------	-------------

3	2. N Leg App - Queue	* 120	112	2.0	267	1600	1.74	2
3	5. E Leg App - Queue	* 120	30	2.0	1706	1600	1.74	2
3	8. W Leg App - Queue	* 120	60	2.0	1428	1600	1.74	2

-----  
 RECEPTOR LOCATIONS  
 -----

RECEPTOR	* X	COORDINATES (FT) Y	Z	* Z
1. N Leg, E Side-Corner	* 20.0	60.0	5.9	*
2. N Leg, E Side - 25 m	* 0.0	160.0	5.9	*
3. N Leg, E Side - 50 m	* -10.0	240.0	5.9	*
4. N Leg, E Side-Midblk	* -40.0	500.0	5.9	*
5. N Leg, W Side-Corner	* -40.0	50.0	5.9	*
6. N Leg, W Side - 25 m	* -50.0	150.0	5.9	*
7. N Leg, W Side - 50 m	* -60.0	230.0	5.9	*
8. N Leg, W Side-Midblk	* -90.0	490.0	5.9	*
9. S Leg, E Side-Corner	* 50.0	-60.0	5.9	*
10. S Leg, E Side - 25 m	* 60.0	-140.0	5.9	*
11. S Leg, E Side - 50 m	* 80.0	-220.0	5.9	*
12. S Leg, E Side-Midblk	* 140.0	-480.0	5.9	*
13. S Leg, W Side-Corner	* -20.0	-70.0	5.9	*
14. S Leg, W Side - 25 m	* 10.0	-150.0	5.9	*
15. S Leg, W Side - 50 m	* 30.0	-240.0	5.9	*
16. S Leg, W Side-Midblk	* 90.0	-500.0	5.9	*
17. E Leg, N Side - 25 m	* 130.0	90.0	5.9	*
18. E Leg, N Side - 50 m	* 230.0	100.0	5.9	*
19. E Leg, N Side-Midblk	* 339.7	115.6	5.9	*
20. W Leg, N Side - 25 m	* -120.0	50.0	5.9	*
21. W Leg, N Side - 50 m	* -240.0	10.0	5.9	*
22. W Leg, N Side-Midblk	* -460.0	-30.0	5.9	*
23. E Leg, S Side - 25 m	* 160.0	-40.0	5.9	*
24. E Leg, S Side - 50 m	* 260.0	-20.0	5.9	*
25. E Leg, S Side-Midblk	* 359.2	7.3	5.9	*
26. W Leg, S Side - 25 m	* -120.0	-100.0	5.9	*
27. W Leg, S Side - 50 m	* -210.0	-100.0	5.9	*
28. W Leg, S Side-Midblk	* -440.0	-120.0	5.9	*







340.	*	0.0000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.0000
0.0000		0.0000										
350.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.0000
0.0000		0.0000										
360.	*	0.0000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.0000
0.0000		0.0000										

-----\*

MAX	*	0.0000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000	0.2000	0.1000	0.1000	0.0000
0.0000		0.1000										
DEGR.	*	10	170	180	90	100	70	70	170	180	270	10
70												10

THE HIGHEST CONCENTRATION OF 0.3000 PPM OCCURRED AT RECEPTOR 17.

# APPENDIX B

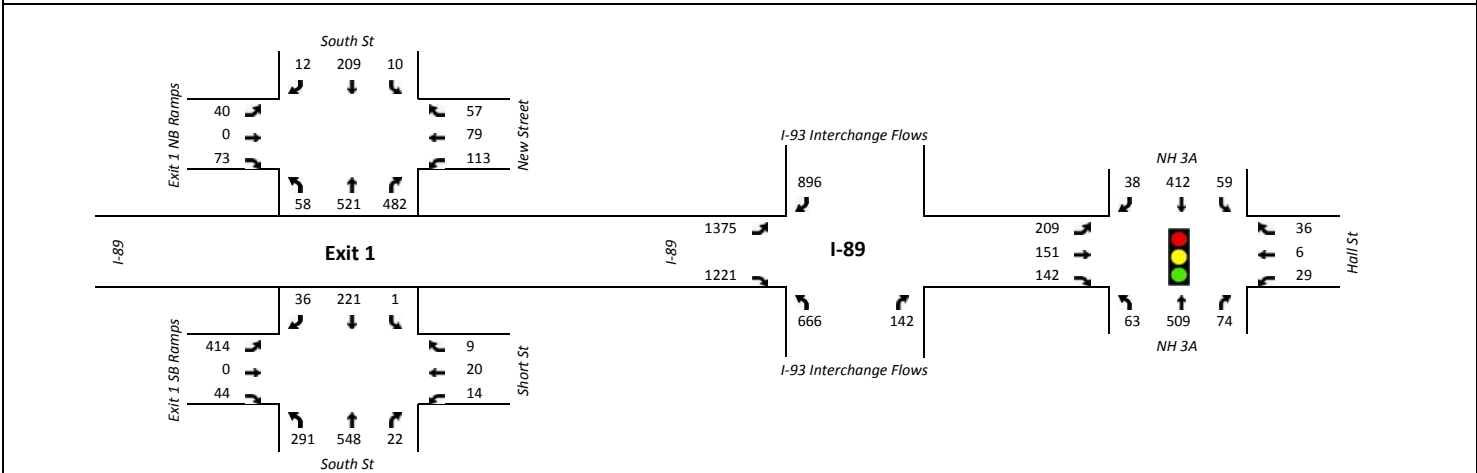
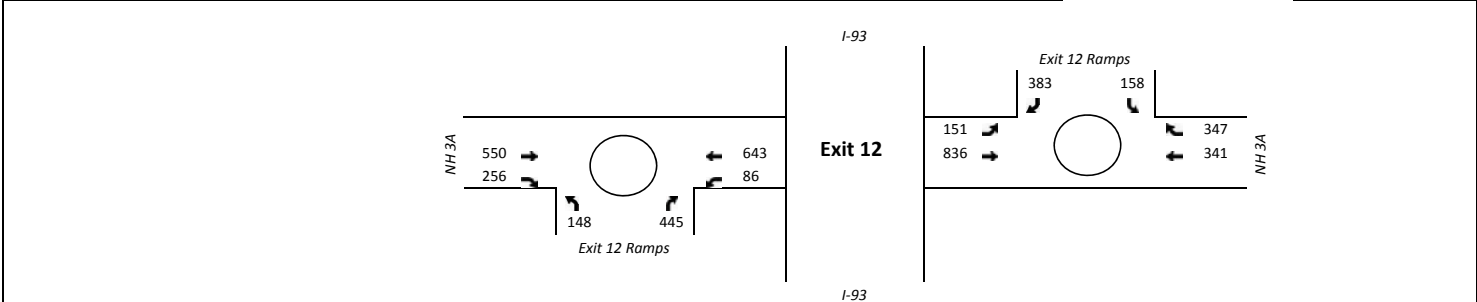
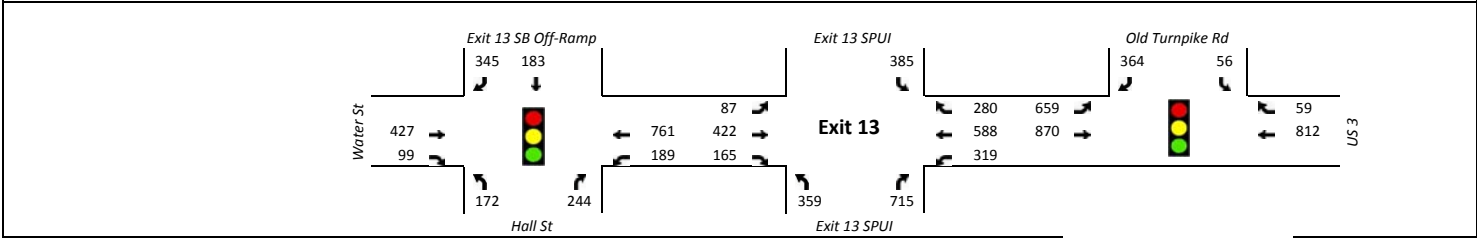
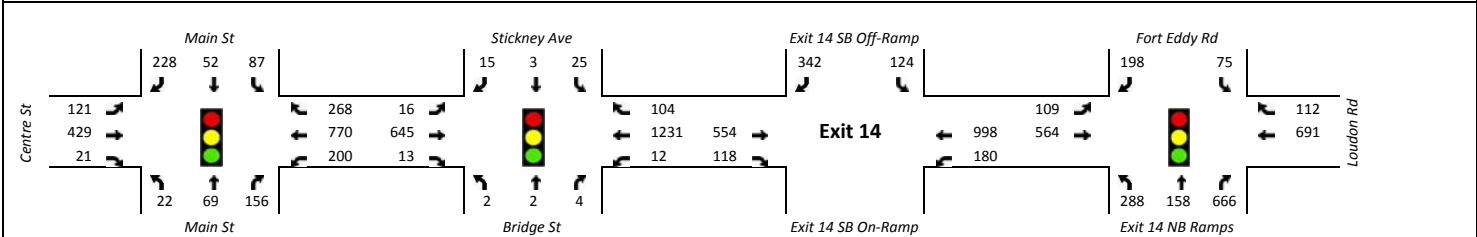
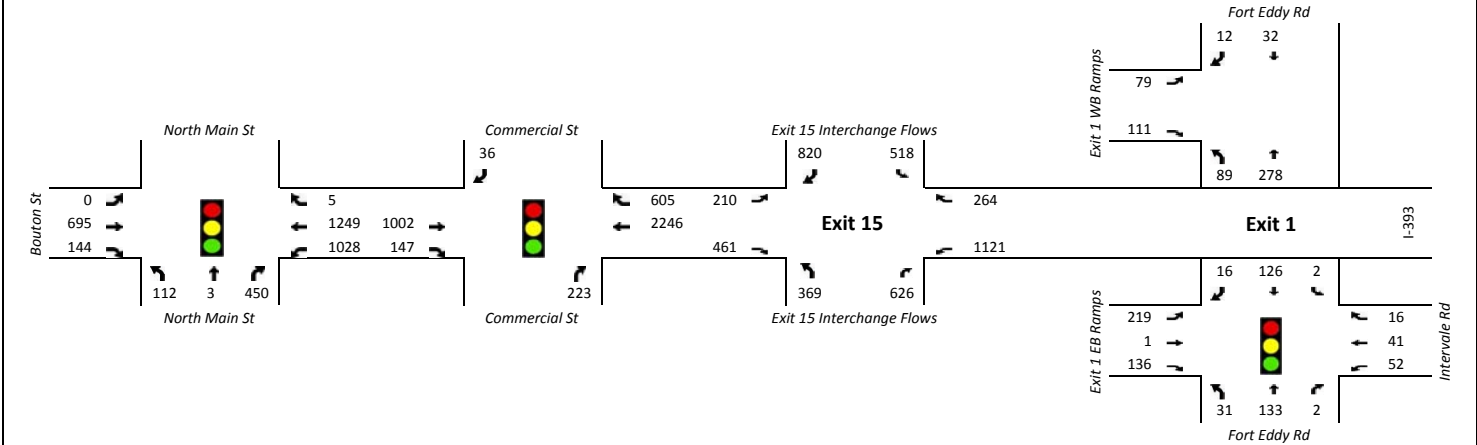
# TRAFFIC DATA



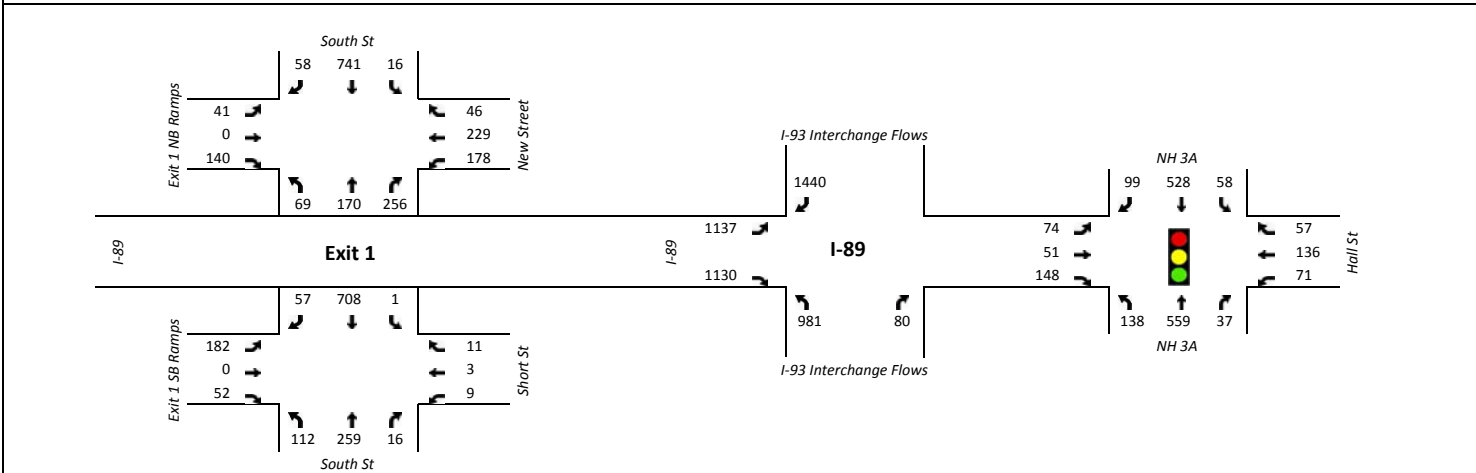
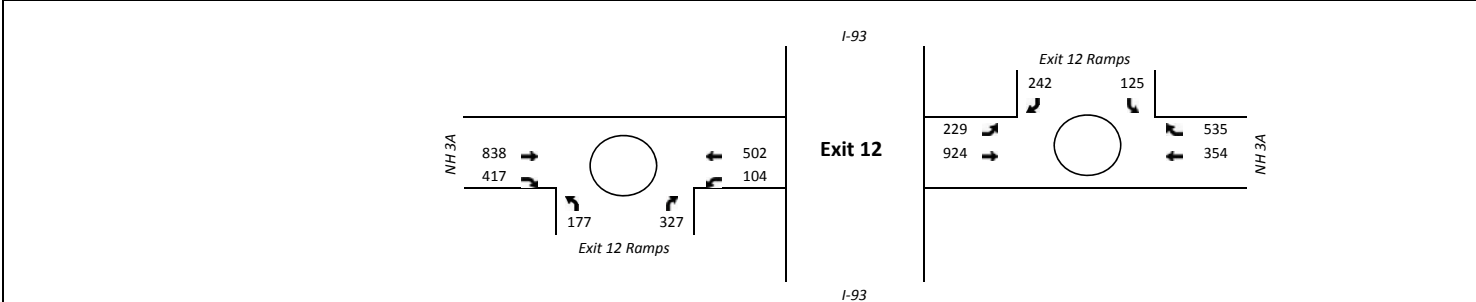
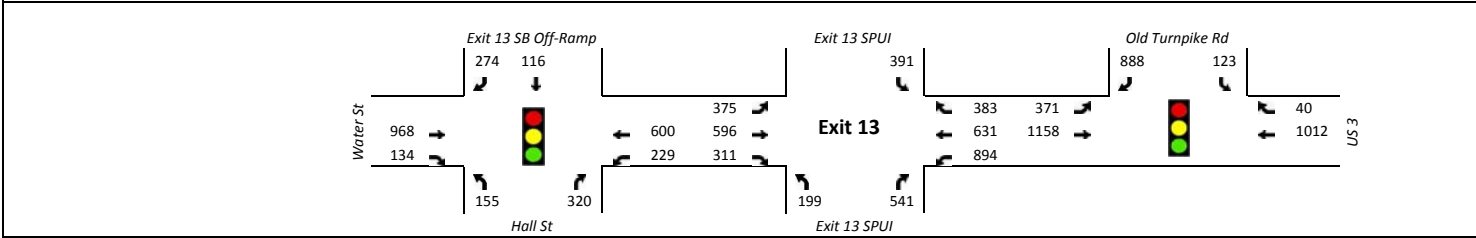
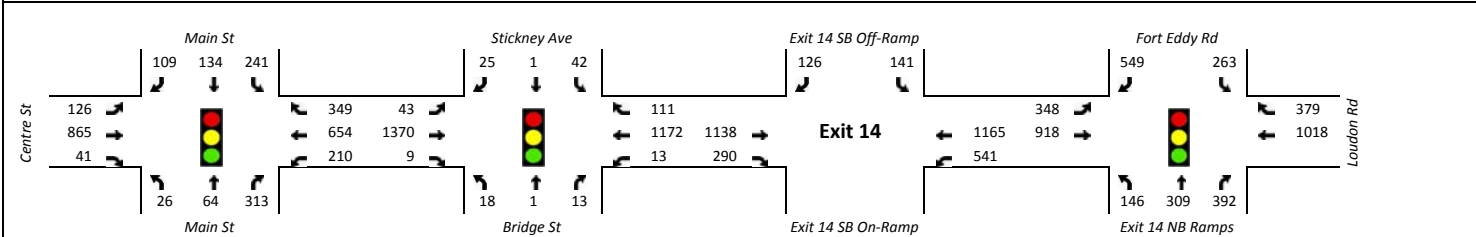
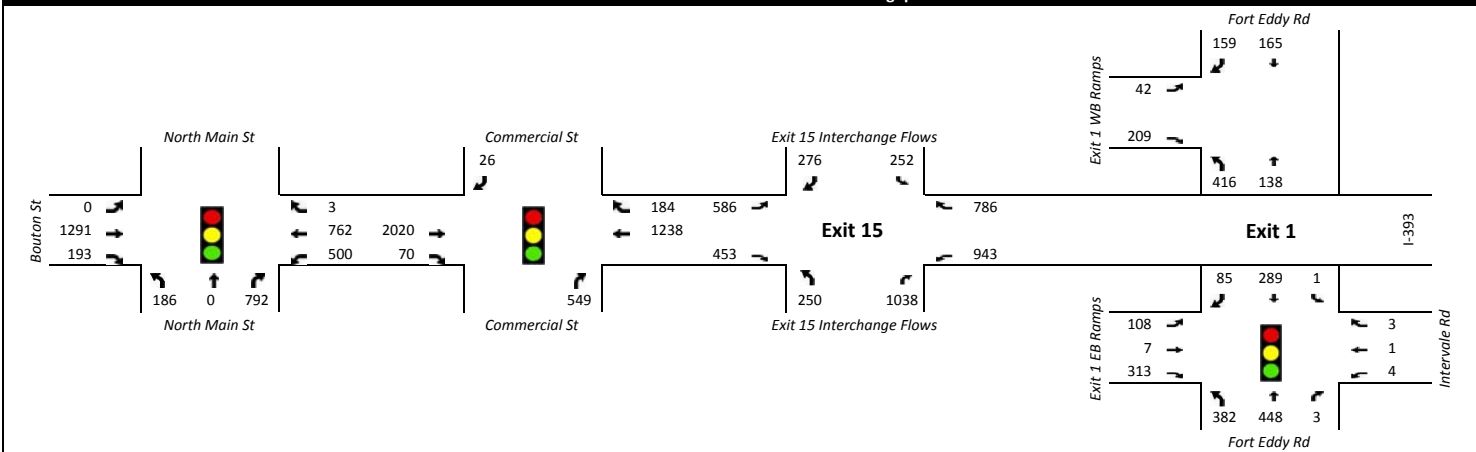
# APPENDIX B

# TRAFFIC DATA

Scenario D - 2035 AM Peak Hour Model Throughput



Scenario D - 2035 PM Peak Hour Model Throughput



**Loudon Road & Stickney Ave**

Coord Beg of Yellow

Yield Point: By Phase

	Cycle	Offset
AM	120	39
PM	120	77

	Barrier 1		Barrier 2
Ring 1	1	2	4
Ring 2	5	6	8

Phase	1	2	4	5	6	8
Movement	WBL	EBT	SB	EBL	WBT	NB
Min Green	5	6	6	5	6	6
Yellow	4	4	4	4	4	4
All Red	2	2	2	2	2	2
Extension	2		3	2		3
AM Recall		Max			Max	
PM Recall		Max			Max	
Simult Gap	Yes	Yes	Yes	Yes	Yes	Yes
Coordinated		Yes			Yes	
Walk + FDW		15	10		15	
Max Inhibit	No	-	No	No	-	No
AM Split	16	88	16	16	88	16
PM Split	20.4	83.6	16	16	88	16

**Loudon Road & Exit 14 SB Ramps**

Coord Beg of Yellow

Yield Point: By Phase

	Cycle	Offset
AM	120	16
PM	120	77

	Barrier 1		Barrier 2
Ring 1	1	2	4
Ring 2		6	

Phase	1	2	4	6
Movement	WBL	EBT	SB	WBT
Min Green	6	6	6	6
Yellow	4	4	4	4
All Red	2	2	2	2
Extension	3	3	3	3
AM Recall		Min		Min
PM Recall		Max		Max
Simult Gap Out	Yes	Yes	Yes	Yes
Coordinated		Yes		Yes
Walk + FDW		15		15
Max Inhibit	No	-	No	-
AM Split	19	40	61	59
PM Split	36	60.3	23.7	96.3

**Loudon Road & Fort Eddy Road**

Coord Beg of Yellow

Yield Point: By Phase

	Cycle	Offset
AM	120	97
PM	120	74

	Barrier 1		Barrier 2	
Ring 1		2		
Ring 2	5	6	8	7

Phase	2	5	6	7	8
Movement	EBT	WBL (+SBR)	WBT	SB	NB
Min Green	4	4	4	4	4
Yellow	4	4	4	4	4
All Red	2	2	2	2	2
Extension	3	3	3	3	3
AM Recall		Min			Min
PM Recall		Min			Min
Simult Gap Out	Yes	Yes	Yes	Yes	Yes
Coordinated	Yes		Yes		
Walk + FDW	14		14		
Max Inhibit		Yes		Yes	Yes
AM Split	51	16	35	28	41
PM Split	53	20	33	45.8	21.2

**Exit 13 SB Off Ramp & Water St**

Coord Beg of Green

Yield Point: Single

	Cycle	Offset
AM	100	0
PM	120	107

	Barrier 1		Barrier 2	Barrier 3	
Ring 1		2	4		
Ring 2	5	6			8

Phase	2	4	5	6	8
Movement	WBT	SB	WBL	EBT	NB
Min Green	4	4	4	4	4
Yellow	4	4	4	4	4
All Red	2	2	2	2	2
Extension	4	4	4	4	4
AM Recall	Max			Max	
PM Recall	Max			Max	
Simult Gap Out	No	No	No	No	No
Coordinated	Yes			Yes	
Walk + FDW					
Max Inhibit		Yes	Yes		Yes
AM Split	51	28	16	35	21
PM Split	65	21	19	46	34

**Exit 13 SPUI**

Coord Beg of Yellow

Yield Point: By Phase

	Cycle	Offset
AM	100	0
PM	120	0

	Barrier 1		Barrier 2
Ring 1	1	2	4
Ring 2	5	6	8

Phase	1	2	4	5	6	8
Movement	WBL	EBT	NB	EBL	WBT	SB
Min Green	5	5	5	5	5	5
Yellow	4	4	4	4	4	4
All Red	2	4	8	2	4	8
Extension	2	3	3	3	3	3
AM Recall		Max			Max	
PM Recall		Max			Max	
Simult Gap	No	No	No	No	No	No
Coordinated		Yes			Yes	
Walk + FDW						
Max Inhibit	Yes		Yes	Yes		Yes
AM Split	30	40	30	30	40	30
PM Split	36	48	36	36	48	36



I-93 Between Exits 15 and 16  
7/9/2013

**AM (7:00 - 8:00)**

Biles	Cars	2 Axle Long Busses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Comb	5 Axle Comb	
15	2518	979	3	78	21	6	17	66
0.4%	67.5%	26.3%	0.1%	2.1%	0.6%	0.2%	0.5%	1.8%
	94% cars and light trucks		6% medium and heavy trucks					

**PM (16:00-17:00)**

Biles	Cars	2 Axle Long Busses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Comb	5 Axle Comb	
20	2612	1079	5	56	15	0	7	61
0.5%	67.5%	27.9%	0.1%	1.4%	0.4%	0.0%	0.2%	1.6%
	96.0% cars and light trucks		4% medium and heavy trucks					

**AM (7:00 - 8:00)**

>6 Axle Comt	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
23	1	1	0
0.6%	0.0%	0.0%	0%

**PM (16:00-17:00)**

>6 Axle Comt	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
8	1	4	0
0.2%	0.0%	0.1%	0%

		2035 Avg Maximum Queues (ft)			
		AM		PM	
		No Build	Scen D	No Build	Scen D
Stickney	EB	209	100	535	286
	WB	116	108	113	105
	NB	18	18	31	32
	SB	34	42	61	63
Exit 14 SB	EB	53	109	80	120
	WB	171	249	171	231
	SB	679	303	264	140
Exit 14 NB	EB	145	NA	160	NA
	WB	201		203	
Fort Eddy	EB	156	195	192	199
	WB	1390	526	2276	731
	NB	1087	314	241	318
	SB	58	167	288	333
Exit 13 SB Off-Ramp	EB	100	88	439	419
	WB	143	175	213	266
	NB	144	174	204	187
	SB	147	153	138	167
Exit 13 SPUI	EB	102	213	217	315
	WB	156	171	368	358
	NB	800	302	865	241
	SB	144	186	212	214